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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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BIRTHS.

On the 25th March, at the London Mission, Weichên, the wife of the Rev. A. H. BRIDGE, of a son (ALBERT LIONEL).

On the 31st March, at Tientsin, the wife of A. H. WATTS, Engineering and Mining Co., Ld., of a son.

On the 1st April, to the Rev. G. W. and Mrs. SHEPPARD, at the Methodist Mission Compound, Ningpo, a son.

DEATH.

On the 31st March, at Tientsin, HAROLD VON MEYEREN.

The Daily Press.

HONGKONG OFFICE: 14, DESVŒUX ROAD CI.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 13TH APRIL, 1904

AMONGST the some important stipulations embodied in the Protocol of September, 1901, were understood to be those clauses which provided for the improvement of the navigation of the approaches to Chinese ports open to foreign trade. For many years the condition of these approaches had become a crying scandal, so serious indeed that not only did foreign interests suffer, but the revenues of the Empire were injuriously affected. The school of statesmen to which belonged the late LI HUNG-CHANG saw, indeed, in these barriers a providential interference to preserve the isolation from foreign influences of China. The majority of Chinese statesmen merely looked on with calm indifference. China had got on very well with these impediments during the thousands of years covered by her history; surely this was self-evident proof that change was now superfluous. Meanwhile all the rest of the world was advancing; harbours elsewhere were being formed and enlarged, and accommodation for yet larger vessels everywhere provided. Under the stimulus thus given trade was everywhere growing in bulk, and nations once comparatively insignificant growing rich and important. China alone was standing still. Commerce, for its economical carrying on, annually demanded larger ships; and to accommodate these harbour improvements were indispensably requisite, and a large portion of the revenues of the various states were regularly devoted to these improvements. China alone was content to see herself left in the background, with the result that her commerce was stagnating, and her importance amongst the nations rapidly disappearing. Nor was this all; the difference between China as she was, and China as she might be, was becoming so marked that the more covetous of the states were openly talking of dismemberment. China, they talked, had so mismanaged and wasted her resources that it was time that she should give way to more profitable nations. Such was the common language of the Continental Powers at the beginning of 1900; the events of the succeeding summer aggravated the situation. As the ruling powers at Peking were evidently bent on placing every possible obstacle in the way of foreign intercourse a special clause was introduced into the Protocol, providing for an improvement in the treaties already referring to the duties of the Chinese Government in regard to navigation. The three open ports of Tientsin, Shanghai, and Canton were more especially provided for. During the occupation of Tientsin the Provisional Government had already taken some steps towards the improvement of the Peiho River; a dredging plant had been obtained from Europe, and a good commencement had been made by works undertaken with the object of gradually removing some of the inconvenient and dangerous bends which had for some years had the effect of completely closing the river to steamer traffic between Tongku and the Bund at Tientsin. It was stipulated that the works thus begun should be carried on till all the obstructions possible were removed. With regard to Shanghai, the inadvisability of placing the local improvement works in the hands of a body having its headquarters at Peking was fully recognised, and an elaborate scheme on the model of that recently proposed for the Port of London, wherein all interests, native as well as foreign, were to be represented, was drawn up and finally approved. This was so far carried out that the elections under the scheme actually took place, and everything seemed ready for the actual inception of the undertaking. At Canton the requisite measures were left to be undertaken under the authority of the Maritime Customs, while at Tientsin the works undertaken by the Allied Commissioners, it was understood, would be continued and the port rendered accessible at all times for ingoing steamers.

It is curious to see how all these well-laid schemes have been permitted to pass out of recollection, and affairs to drift back into their old state. At Shanghai, as mentioned above, the election provided for was actually held, and the new body of Conservators met and elected a Chairman. With this vast amount of business performed, the Conservators adjourned, and nothing more has been heard of them from that day to this, while the condition of the approaches has been steadily going from bad to worse. In Tientsin a couple of useless bends had been removed by cutting passages through the narrow necks of intervening land, with the result that the fairway of the river, which for the past four years had been blocked to ascending steamers, was fairly well cleared, and for the last twelve months or so a steamer, once over the Taku Bar, has found no difficulty in reaching the Tientsin Bund. With that all further progress has been practically suspended. Two of the worst bends, the work on which had been actually commenced in the early part of the last summer have been allowed to lie without any further steps being taken, while the Taku Bar, the clearing of which is of the utmost importance to the trade of the place, has been entirely neglected, and this year is in a worse state than ever, the ordinary vessels trading with the port being as a rule delayed three and four days owing to the want of any defined channel through the flats, which during the whole of the month of March did not at even the highest tides carry more than nine feet of water, the average being less than eight. The dredgers, it is true, are there, but the old excuse is still paraded, that there are no funds available to set them to work. Still more unsatisfactory is the state of affairs on the Whangpoo. Here the board was actually elected. The constituents, as was natural, seeing that the vast majority of the trade is in British hands, preferred to elect a British representative. This, though there was no suspicion of unfair dealing, gave offence to the German representatives, who for some incomprehensible reason desired to hold the controlling influence in the Board. Then a personal altercation arose as to who was to be Chairman. The United States Consul-General had been elected in the manner provided in the constitution, but the Deputy Inspector-General conceived that his office entitled him to act as Chairman. It has been apparently found impractical to reconcile these two competing claims, and the unfriendly feeling displayed by the disappointed German element has intervened to prevent any adjustment of the difficulty. In Canton under the control of the Maritime Customs similarly nothing has been done. Thus the whole thing, which needed only a little good feeling and a genuine desire to set to work, has been wilfully shipwrecked on that biggest farce of modern time—the concord of the treaty Powers. It is of course difficult or impossible to see any way out of the difficulty, but the result is important as showing how utterly the new doctrine of concord between the Powers has broken down when applied to any useful or practical end. In theory it has been held that each sovereign Power should have equal rights and equal say, and were each to really work for its own proper interests such a contention might, of course, work towards a practical end; but this is not the case. As a rule, the smaller Powers, having practically no interests to be affected, range themselves on one or other of the greater Powers, generally on the side of that which makes them the most reckless of promises. It needs little divination to perceive the inevitable result. Russia, and the circle of Powers whom she succeeds in bringing round her, scoff, of course, at anything not pointing to Russia's personal aggrandisement. Germany, ever ready, in her strange fascination, to help her neighbour over the stile, provided only that she can thereby administer a check to England, whom she curiously affects to believe is her natural antagonist, has become an adept in the art of obstruction, so that the United States and England, who control the lion's share of the trade, and are both sincerely anxious to see the conditions improved, in all cases when by this unnatural "concord" things come to a vote find themselves irretrievably left out in the cold. Such is the strange effect of the concord which was, according to the sanguine admirers, to promote a state of universal peace, but which has already laid the foundations of what must at no great lapse of time prove to be the bloodiest and most revolutionary of wars yet seen.

H.M.S. *Leviathan* is now at Weihaiwei and will probably remain two months. H.M.S. *Fearless* has gone to Chemulpo.

General Sir William Nicholson and Sir Ian Hamilton and their staff were to be received in audience by their Majesties the Emperor and Empress of Japan on the 6th inst.

Mr. P. Phillips, of Lofong, has taken the vacancy, in the Imperial Maritime Customs office in Hongkong, rendered vacant by the death of Mr. F. R. Spence. The charge of Lofong Station has been taken over by Mr. Winckel, of Taishan.

Of seven hundred Japanese who have been wintering on the island of Sakhalin, twenty-two escaped to Hokkaido on the 4th inst. in a fishing boat across Soya Strait, the *N.-C. Daily News* reports. Others are following. Soya Strait divides the southern point of Sakhalin from the northern point of Hokkaido.

The U.S. Army officer likes to be comfortable. The latest courtesy shown by the general officers, whose only burden when on the march are field-glasses and cigar-cases, is to furnish the private with a telescope-bag in which to carry his personal effects on the march. The ordinary private thinks it would be more to the point to furnish him with a piano-moving outfit.

The Superioress of the Italian Convent, in token of gratitude to the benevolent ladies and gentlemen for their valuable services so kindly undertaken on behalf of the orphans and invalids of the Convent at the *At Fresco Fête*, wishes to express her most hearty and sincere thanks for their charity shown on that occasion. She wishes also to tender her warm thanks to the public who have so generously assisted this charitable aim, as well as to Colonel Birdwood and the officers for allowing their excellent band to play on the occasion, and for the kindness of the Star Ferry Co., in giving the launch free for the transport of the Band.

Owing to the similarity of the China Merchants' S. N. Co.'s house flag to the Japanese Mercantile flag—that of the C. M. S. N. Co. is a red flag with a yellow ball in the centre, while that of the latter is a white flag with a red ball in the centre—it has been decided by the Chinese Ministry of Commerce to make the following changes:—The China Merchants' flag will in the future be the usual square red flag with a yellow ball in the centre, but with the addition of two black dragons facing each other in the middle of the yellow ball (designated by the Chinese "Yellow Moon"). The foregoing flag is intended to distinguish the vessels of the China Merchants' S. N. Co. from Chinese trading vessels belonging to other owners who in the future are to fly a similar flag (red, with a yellow ball in the centre), but with only a single black dragon inside the yellow ball.

Viceroy Yuan Shi-kai is very anxious to start a Red Cross Society in China, and the necessary regulations are to be drawn up shortly by Prince Ching, it is said.

The cases of communicable disease reported in the Colony last week were:—Plague 3 (Chinese), all fatal; enteric fever 1 (Chinese); small-pox 7 (5 Chinese, 1 European, 1 Filipino), 5 fatal.

A flour having bananas as it base, and called bananine, is being manufactured in London. Bread is made from it in the usual way, and the taste is said not to differ much from that of ordinary bread.

We are requested to state that the entries for the forthcoming Gymkhana close to the Hon. Secretary of the Gymkhana Club at 6 p.m. to-day at the Hongkong Club. The programme of races will be found in our advertisement columns.

Viceroy Yuan Shi-kai has recently presented to the Emperor and the Empress Dowager eight sumptuously fitted motor-cars, painted and upholstered in the Imperial yellow, elaborately carved, and heavily gilded. Two are larger than the others and they are of course for the use of the Emperor and the Empress Dowager, while the Empress and Imperial concubines have the smaller ones.

The *N.-C. Daily News* has the following:—"Sunday School Teacher—Where do bad people go? Pupil (who has studied Police Court reports)—To Hongkong." This is a joke for Shanghai, but none for us. How long are the local authorities going to remain apathetic in the matter? There is no reason whatever why we should tolerate this imposition, not being the dust-bin of the Far East.

Mr. F. S. A. Bourne, Assistant Judge, H.B.M. Supreme Court, Shanghai, having gone home on a holiday, Mr. J. C. E. Douglas is taking up the duties of Acting Assistant Judge, and Mr. H. Phillips, lately Vice-Consul at Tientsin, takes Mr. Douglas's duties as Registrar, Police Magistrate, and Coroner. Mr. Bertram Giles, Assessor of the Mixed Court, is going to Canton as Vice-Consul, as we have already announced.

Mr. Sugimura, Japanese *Chargé d'Affaires* at Mexico, reports to his Home Government that a strong protest, which he had preferred against the quarantine regulation specially enacted for the vessels and passengers arriving from the ports in Japan and China, was paid due attention by the Mexican authorities, and that vessels and passengers from Japan have now been made free from the control of the special quarantine regulation in that country.

In its Easter cricket matches Singapore beat Perak by an innings and 196 runs (316 against 59 and 59) and Penang by 72 (127 and 85 against 70 and 70). R. T. Reid and W. Dunman put on over a 100 before the first wicket fell in the Perak match. H. W. Noon's bowling was most successful in both games, as he secured 13 wickets for 55 runs; Carver took 10 for 76, also for Singapore. C. G. May's batting was the most consistent, his scores being 77, 31, and 15.

The Chinese Boards of Revenue, War, and Commerce are drawing up a joint memorial to the Throne recommending the abolition of the old Courier Post Department and the handing over of the transmission of all Government and official despatches throughout the Empire to the Chinese Imperial Post established by Sir Robert Hart. The funds hitherto paid out for the support of the old Courier Post are recommended by the memorialists to be handed over to Sir Robert Hart for the extension of the new Postal Department in order to meet the requirements of the case.

Will it be ever necessary to introduce wooden blocks between our electric tram rails instead of cement? Judging by appearances some think it will; the cement seems to wear easily and break off at the side of the rails. A conference was recently held at Manila between the City Fathers and the railroad magnates regarding the streets of that city. The company now agrees to pave with wooden blocks, for the space between its rails and for eighteen inches on either side of the tracks, whenever the city shall pave the remaining breadth of the streets, the Escolta, Calle Rosario, Calle San Fernando, the Plaza Binondo, the Plaza Moraga, the Plaza Goiti, Calle Carriedo and Calle Echagueo Anything is better than Manila's out-of-date cobble-stones, which make driving through the streets almost unbearable.

The False Statements (Companies) Bill which, as we recently stated, has been introduced into Parliament in conformity with the promise given by Mr. Balfour last Session, when the London and Globe case was under discussion in the House of Commons, proposes to extend the liability for false statements to every responsible official in the employment of, or connected with, a company; and imposes a penalty, on conviction, of imprisonment for a term not exceeding two years, or, in the discretion of the Court, to a fine not exceeding five hundred pounds. Further—and this is the most important feature—it is sufficient to constitute the offence that a director, or other official, should wilfully publish, or concur in publishing, a written statement or account, relating to the financial affairs or property of the company, which he knows to be false. Thus, when the Bill becomes law, it will no longer be necessary to prove that the false statements were made with the intent to deceive or defraud; it will be sufficient to show that they were false, and were published wilfully.

TELEGRAMS.

REUTER'S SERVICE.

THE ANGLO-FRENCH AGREEMENT.

LONDON, 10th April.

The Anglo-French agreements are very generally approved of in Great Britain and France. The London Press, with the exception of the *Morning Post*, congratulates the Government on what it describes as the most satisfactory diplomatic incident recorded for centuries.

LATER.

The German Press regards the Anglo-French agreement with an unfriendly eye. The Italian Press rejoices at it.

OBITUARY.

LONDON, 10th April.

The death of Isabella, ex-Queen of Spain, is announced.

GERMAN SOUTH-WEST AFRICA.

LONDON, 10th April.

The German forces in South-West Africa have had a severe but successful encounter with the Hereros. The Germans had 31 men and 1 officer killed, and 15 men and 1 officer wounded; the Hereros, 92 men killed.

THE RUSSIAN NAVY.

LONDON, 10th April.

Captain Grigorovitch, in command of the *Tsarevitch*, has been promoted to the rank of Rear-Admiral for gallantry in presence of the enemy, and has also been appointed Commandant of Port Arthur.

AUSTRIA AND ITALY.

LONDON, 10th April.

The Austrian and Italian Ministers have conferred for several hours at Abbazia.

THE KAISER'S TOUR.

LONDON, 10th April.

The Kaiser has landed at Malta.

THE ANGLO-AMERICAN TROUBADOURS.

Last night the Theatre Royal, City Hall, was again the scene of a vaudeville entertainment by Mr. M. B. Leavitt's clever company of "Anglo-American Troubadours." Last night's audience was hardly worthy of the merits of the Company, and it is to be hoped that better houses will be seen to-night and during the rest of the season—which is only a short one. Last night the appreciation shown by those who visited the Theatre was evidently sincere, and recalls were frequent throughout. In the first half of the programme the best items were distinctly Mr. J. V. Logdalls, who, with a warmer reception, would certainly have done himself more justice, and Miss Violet Chard's dancing. In the second part of the programme the exhibition of thought-reading was decidedly the best we have seen away from home.

Professor Zancig, of the Troubadours Company, will give a demonstration on Thursday evening, selecting subjects from the audience. On Friday evening he will hypnotise a subject for a period of 24 hours, to be placed, while in this state, in the window of Messrs. Ullman and Co., Queen's Road.

All Russia's energies are not monopolised by the war. A scientific expedition, organised by the Russian Ministry of Finance, was to leave for Abyssinia last month. The expedition, which has been fitted out at the request of the Emperor Menelik, will be under the leadership of M. Kournakoff, mining engineer, and its object will be to explore the auriferous districts near the source of the White Nile. Another Russian expedition will proceed to Persia to survey the means of communication between Teheran and Bushire from the standpoint of the transport of merchandise.

Arriving in San Francisco at the end of February on his way to the scene of hostilities, Mr. Richard Harding Davis, the American war correspondent, who is now representing *Collier's Weekly*, was of course interviewed. He believed that he would reach Japan in time to be with the first correspondents starting for the front; he was not far wrong in this. He had something to communicate about his own sympathies. "So far as I am personally concerned," he said, "I have made up my mind to go to the Orient with no feelings for or against either side. I got into trouble in South Africa on account of my sympathy for the Boers, and I have formed the opinion that it is the duty of a war correspondent to take an unprejudiced view of things and report merely what happens."

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 12th at 11.52 a.m. The barometer has risen slightly in the Yangtsze valley and fallen in South China and the Philippines.

The maximum pressure appears to be over N. China, and it is relatively low in the Philippines.

Gradients are slight on the China Coast, and moderate over the China Sea; light NE. winds will prevail in the Formosa Channel and moderate NE. winds in the China Sea.

Forecast:—Moderate NE. winds fine.

WAR NOTES.

NORTHERN TELEGRAMS.

The following are the latest telegrams in the issues of the *N.-C. Daily News* to hand yesterday:—

Tokyo, 7th April.

It is rumoured that the Russians have planted submarine mines in the estuary of the Yalu, and on the coast off Takushan.

It has transpired that the Russians have destroyed the bridges over the rivers in North Corea. A battery of eight Russian guns at Chongju has been taken back to Antunghsien.

The Japanese fighting line is reaching different points on the left bank of the Yalu. The American mines at Unsan, and the English mines at Eunsan, are being protected by the Japanese.

Coreans arriving from Vladivostock state that the population between Vladivostock and Possiet are fleeing into the interior in fear of a Japanese attack. The Russian garrisons are also retreating. There is only a small force of Cossacks at Hunchun, and there are small bodies of scouts along the Tumen.

Tokyo, 8th April.

The official returns of the Japanese casualties at Port Arthur in the various engagements aggregate 114, including fourteen killed outright, nine who have died of their wounds, and forty who have recovered.

Tokyo, 8th April.

The thawing of the ice is expected at Vladivostock about the 24th instant.

FROM CHINESE SOURCES.

The *Sinwenpao* learns from a letter from Fengtien that all the materials of the Russian Afforestation Co. on the Corean frontier have been removed to Hyahotze, the reason, it is alleged, being that there are Russian cavalry stationed outside of the Co.'s concession; but it is believed this is a contemplation on the part of Russia to abandon Corea.

The same paper states that in the neighbourhood of Newchwang the forts are being repaired day and night by a body of Russians, numbering over 2,000, with Russian officers superintending, and mines have been laid near the West Fort. One day there was an artillery practice, when some real shots were fired, and in the morning one of the breech-blocks of the cannon was destroyed with the result that three Russian soldiers were killed and several wounded. The merchants, who are not accustomed to reports of cannon, are now in a panic-stricken state, but a number of natives of bad character are awaiting the opportunity to plunder, kill, burn, etc., in the villages overrun by them. Occasionally Russian troops go to the villages and plunder; the orders of the Russian Police Department are not obeyed.

THE "HAIMUN."

The Weihawei correspondent of the *N.-C. Daily News* writes with regard to the chartering of the s.s. *Haimun*:—"The total cost to the *Times* of this new departure in journalistic enterprise cannot be much less than £3,000 per mensem. (?) The s.s. *Haimun* had to be refitted at Nagasaki with a new topmast, as a first carried away on her passage to this colony. After several failures the construction and erection of a 170 ft. pole on the island was accomplished. It weathered several storms, but last week the upper portion broke during a southerly gale. It seems a great pity that when with infinite trouble the mast had been erected and apparatus prepared, there should be another accident. Several messages had been received from the *Haimun* and the value of the invention amply demonstrated. It is stated that the interruption will only be temporary, and an attempt is being made to replace the broken spar.

A *Shanghai Times* correspondent at Weihaiwei understands the naval men who were kind enough to erect the London *Times'* wireless pole there have been severely reprimanded by the home authorities and ordered not to assist in re-erecting the section that was blown down.

A JAPANESE COMPLAINT.

The Editor of the *Osaka Asahi* sends us a copy of the issue of that paper of the 3rd instant, containing a remonstrance (in English) against Admiral Makaroff's action in firing at and sinking the Press steamer *Hanyei Maru* on the 26th ult. (as we have already reported). The following paragraph is important, because it supports the statement that the *Hanyei Maru* was in neutral waters at the time:—"The attack on the steamer was illegal because she was in neutral waters, and it was barbarous because the steamer was helpless under the circumstances." The *Asahi* concludes by saying:—"We make this accusation not because we have personally suffered financial loss, but because such action is contrary to the spirit of humanity and civilisation. Public opinion the world over, we believe, will sustain us in this condemnation of the barbarity of the Russian Navy."

ADMIRAL ALEXIEFF'S CHIEF OF STAFF.

Lieut.-General Gilinski, who has been appointed Chief of Staff to Admiral Alexieff, is stated to be a man of very adaptable character, and the chief reason for his present appointment is that he will prove an excellent intermediary between Admiral Alexieff and General Kuropatkin—a kind of buffer between these two officers, between whom there is a good deal of professional jealousy, and between whom relations of a too direct nature have therefore to be avoided. This bears out a special telegram published by us last week.

HORSES IN MANCHURIA.

The *Shogyo Shimpo* alleges that there is great mortality among the horses of the Russians in Manchuria, chiefly owing to want of fodder. All the millet obtainable has been used, and the beans have now been distributed, but the fact is that without great facilities for sending forward a supply of hay and oats the large number of horses now in the country cannot be supported. The railway, however, is too much occupied with other matters to serve such a need, and it is possible that the fine Cossack cavalry may be crippled.

SONS OF THE SEA.

[FROM A CORRESPONDENT.]

Sometimes there is a whole world of unsuspected significance behind the most casual commonplace. For instance, the unique Inland Sea of Japan, studed with thousands of little islands, is the home of myriads of boats and boatmen. It is almost impossible to find a piece of water in or near Japan without finding white sails dotted plentifully over it. The Japanese artist, who can seldom get his imagination to carry him beyond the realm of things he sees and knows, never depicts a boatless sea. Be it sunrise or sunset, moonlight or silver-gray mist, calm or storm, fjord or lake or rolling ocean, every piece of water has its sampans or junks, and sailor-men born.

The world at large knows this, to weariness perhaps, for one may tire of Japanese screens and "the invariable white sails on the horizon." But the world seldom thinks that Japan probably excels all nations in sea population. That is a big thing to say. "Little Japan"—to lead the big Powers? To beat them hollow, to stand far in front of all the world?

Precise figures are not obtainable in any country, for "sea-going population" is a variable quantity. There are men who spend their lives in boats yet never get out of rivers and harbours. There are men who go to sea at times and at other times get shore employment. There are several other factors to consider, rendering any statistics open to challenge. So the comparison can only be approximate, and the deductions only generalisations.

There are probably no seas in the world so crowded with fishing boats as the Japanese waters. The whole nation, over forty millions, subsists on a fish-and-rice diet; probably no nation in the world eats as much sea-fish. The Chinese have also large numbers of sea-junks, along the coast from the Yangtsze southward, but their total salt water population cannot compare with that of Japan; while North China and Corean waters are remarkably desolate by contrast.

There are great numbers of small craft to be seen in the Mediterranean, and along the coasts of the British Isles, and northern European countries, but nowhere do they appear in such countless swarms as off the coasts of Japan, not only in the Inland Sea, but out on the mighty Pacific, the misnamed ocean of terrific typhoons. Japanese trading schooners, and fishing and whaling craft of the bigger and bolder types, range from the Behring Sea, Kamchatka, and the Aleutian Islands, Alaska and Vancouver, down to the Thursday Island pearling-grounds, the palm-fringed coral islands of the cannibal Kanaka tribes, the Solomons, the Friendlies, the Marquesas, Fiji, and Tahiti, the Carolines, and the Great Barrier Reef. Not in their thousands, at these remote places, but if ever a lonesome group of islets, out of the world entirely, have but one little trading schooner to visit them once in a year, it is an even chance that that one boat is a Japanese. And of the whalers, sealers, pearlers, smugglers, "blackbirders" or quasi-slavers, even pirates, roaming about the myriad islands of Melanesia and Polynesia, under captains of European blood, the crews are usually composed of a few Japanese and a mixture of all sorts.

Really I think it is out of the question to estimate the numbers of these Oriental Vikings; I do not suppose anyone in Japan knows. As a tangible factor in the present war the material afloat in the Pacific archipelagoes may not have any direct value at all. But as an indication of the spirit of the Japanese race, and the character of the opposition Russia is likely to meet, the vast Pacific Ocean certainly tells a tale. It is almost the tale of our British Howards, Drakes, Frobishers, Grevilles, Raleighs; as they were found in every corner of the north and south Atlantic, the Japanese are in every corner of the Pacific. There are some differences; I will not try to press the parallel too far, but so far as Russia is concerned there is only too much truth in it. For Russia has practically no "sons of the sea." Her Baltic sailors are mostly Finns and Swedes, good sturdy fellows, but utterly lacking in "go." Her Black Sea sailors are Crim Tartars and Levantine riffraff. Her Pacific sailors are almost non-existent. She has a good length of Pacific coastline, peopled by half-Eskimo tribes, and the only fishing that is done in these waters is done by Japanese. The Russians proclaim laws to exclude them, as Spain made laws to exclude British ships from trading with Spanish America; and the Japanese incessantly poach, smuggle, trespass, pirate, fight, and do everything in Russian waters that Englishmen did in Spanish 500 years ago. Only the Government of Japan, being of the Twentieth Century, disapproves, and prevents such misconduct when it can. But Russia has no maritime population out here. There is no sea spirit in Russia. She spends money freely, trying to force some sort of maritime growth; but her people do not take to it. It is as hopeless as if a duck hatched a lot of pheasant eggs and tried to teach the chicks to swim. Nature is not a mere garment, to be put on or taken off, to be scissored and sewn and trimmed at will. Russia crying ceaselessly for ice-free ports, access to open water, merchant marine expansion, and naval power, is a great overgrown baby crying for the moon.

The Japanese, even those who are not sailors by profession, are familiar with the idea of braving the sea in all its moods; danger is to them a thing to play with, to laugh at, to glory in; if Death claims his own, every now and then—well, that is part of the game. Centuries of the Samurai *régime*, and familiarity with the swift "swish" of the two-handed sword, generation after generation, gradually eliminated from the Japanese race all regard for the value of life, all notion of the terrors of death. Death is to these people a much lighter matter than many of the troubles of life. In fact, death is nothing to them. A Japanese, standing carelessly on a railway crossing, may be just dragged aside in time to avoid a train by an inch; he laughs hugely. It is the biggest joke he has come across for a long time! This utter callousness often angers the foreigner greatly. But it has a real value, at the right time and place. It is the foundation stone of intrepidity. It is this, and this alone, that makes a race of men defy the sea and conquer it, as none have done except the Anglo-Saxon and Japanese: and who does that, can conquer all.

NOTES FROM THE BOTANIC GARDENS.

Perhaps the most attractive part of the New Gardens is the upper terrace. Here on the warmest days in summer the refreshing breeze from Victoria Gap seldom fails. From the shady seats among the palms charming views of the harbour can be seen, and behind it Taimoshan. Here, too, in consequence of the comparative retirement of the spot, birds and butterflies are at their best. Just now flocks of small wrens can be seen on any fine morning busily engaged upon the scarlet *Erythrina* flowers. What the little creatures find there to occupy them so closely it is hard at first to say. Upon close inspection they appeared to be pecking small holes in the base of each flower. This is probably to obtain the honey that abounds there; no insects could be found in any of the flowers examined.

Looking down through the trees one can still see the wonderfully vivid masses of red Azaleas, which the skill of the makers of the garden has provided in a continuous succession of flowerings from week to week.

The shrubs and trees above the path likewise deserve their share of attention. The curious Javan *Ostodes paniculata* is just about to expand its flowers which hang in numberless festoons from the bare part of the branches behind the leaves. *Gardenia globosa*, a South African shrub, now covered with large flowers, grows a little further along, with a species of *Stenocarpus*, also in full flower, near by.

SUPREME COURT.

Tuesday, 12th April.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

The hearing was continued in the cross-action by Cheung Kam Tin against C. Ewens, solicitor, for $94,382.04, being the difference between the value of 1,800,000 square feet of land and 100,472 square feet of land at 5½ cents per square foot with costs of $908 paid to the defendant as plaintiff's solicitor.

Hon. H. E. Pollock, K.C. (instructed by Mr. G. K. Hall Bratton, solicitor, appeared for the plaintiff, and Mr. E. H. Sharp, K.C. (instructed by Mr. R. Harding, of Messrs. Ewens and Harston, solicitors, acting under power of attorney from Mr. J. Scott Harston), represented the defendant.

The hearing of the case lasted all day, and in the evening an adjournment was made.

POLICE COURT.

Tuesday, 12th April.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

ALLEGED ARSON.

A Chinaman was charged with arson in connection with the fire at No. 138, Wellington Street on Saturday. It is said that he was employed as a watchman at the house in question, but after the fire took place was not to be seen. Next day he went to work repairing shoes in the street, and he was arrested. The case was remanded till Saturday; bail in the sum of $750 allowed.

A YOUNG VAGRANT.

A youth of 19 years of age, a vagrant, during the night climbed over a six-foot fence into Spring Gardens' Arsenal, where he was arrested. He pleaded guilty, and, in answer to an interrogation, said he had come here half a moon ago. After three moons he will be banished.

BEFORE MR. J. H. KEMP (SECOND POLICE MAGISTRATE).

A PAWNBROKER FINED.

A Chinaman was charged by P. S. O'Sullivan with unlawfully neglecting to paint his name in English and Chinese over his three pawnshops. He was fined $15 for each count.

SEVERELY WOUNDED.

A Chinaman who had had an eye knocked out in an opium-divan brawl appeared as complainant against the man with whom he fought. Defendant was sentenced to six months' hard labour.

ALLEGED MURDER.

Abdul Kalick, an Indian, again appeared before Mr. Kemp in connection with the murder of an Indian watchman near Canton, and the case was once more remanded. Mr. A. J. Major, of His Britannic Majesty's Consulate at Canton, handed the magistrate papers in connection with the case, and an Indian gave evidence as to the man's identity.

CORRESPONDENCE.

MEDIOCRE SCHOOLBOYS.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 11th April.

SIR,—*Apropos* of the remarks of Mr. Shewan as to the class of examination required to be passed by candidates for the China Colonial Service, I enclose you a few questions taken at random from last year's paper:—

"Write an essay on one of the following subjects:—The authority of conventional form and methods in imaginative Art; *or*, Centralisation as illustrated by the history of England and France; *or*, No man was ever written down but by himself; *or*, Numerical precision is the soul of science."

"Give clearly and fully Rousseau's argument in favour of the inalienate sovereignty of the people, together with the answer of either Burke or Comte. Was Rousseau's doctrine compatible with the establishment of the Napoleonitic Empire in France?"

"Write a Latin essay on the theory of Polybius that in the Roman Republican constitution Monarchy, Aristocracy, and Democracy were evenly mingled; *or*, The pessimistic spirit in the Roman literature of the early Empire."

"Illustrate from inscriptions the salient points in the policy and administration of Claudius."

"Note with the aid of a map the political changes in the Balkan Peninsula after 1815.

"Contrast the Cyrenaic and Epicurean conception of happiness, and explain the reasons for the antagonism of Plato and Aristotle to the Cyrenaic doctrine."

"Critically compare Berkeley's doctrine concerning the nature of space with that of (a) Kant or (b) Spinoza."

These are only a few of the questions on a few of the subjects of the examination, and although there may be a question as to their practical utility for Colonial Civil servants, there can, I think, be no doubt that they could not be answered by Mr. Shewan's "mediocre schoolboys."—Yours, obediently,

AN ORDINARY LAYMAN.

SHORTHAND.

TO THE EDITOR OF THE "DAILY PRESS."

Hongkong, 11th April.

SIR,—Your correspondent "Pitmanite" quotes the *Phonetic Journal* and the so-called Managing Proprietor of the Bombay Shorthand and Typewriting Co. Now, I will quote a letter from this identical native Indian, who wrote to me a letter which I have in Hongkong. "Your 'Up-to-date' Shorthand is much superior to Pitman's, as it is a combination of that and other systems in vogue; many of my students would be glad to learn your system under my hands."

I refused to license this native Indian to teach. Then he got together three pupils of mine, known to be "can't do it" kind of boys, who invented the statements referred to in the *Phonetic Journal*. I have in this town all the printed matter referred to, and Pitmans of London are now in possession of the facts. Let all correspondents give their own opinion and state their name and address and not sign as "X Y Z," "Pitmanite," "Phonographer," "Paternoster Row," &c. These letters may be from 1, 2, or 3 men; but, whoever he, she, or they may be, they don't know what they are writing about. I repeat that parents are cruel and most unwise, and the pupils themselves are idiots, who take up a 68 year old system, which is known to take years to master, whereas the "Up-to-date" may be learned in from 6 to 12 weeks at 1/10th the cost. We never read in the *Phonetic Journal* about the American systems which for years have been known to be superior to Pitman's. I frankly admit that the 7 inventors of the "Up-to-date" shorthand have accepted, copied, stolen, borrowed, or any term you like, all the good features from over 40 systems, and have rejected the bad. We have very little of Pitman's, as we found it so obsolete To wind up this controversy I am willing to stake a thousand dollars or any smaller amount and the winning pupils to have one-half such sum, viz. for 6 "Up-to-date" shorthand pupils with 6 weeks' teaching to have a public contest on a speech or sermon, new matter, with 6 Pitman students of 6 months' teaching. I await further correspondence.—I am, Sir, &c.

WARWICK PEELE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—As a supplement to my letter of yesterday's date, and in further reply to "Phonographer" of this day's issue, I must say that he takes up a column with little purpose. If he has examined some other systems, as he states, why not the "Up-to-date"? But he again admits "he knows nothing of this system"—then, in the name of common sense, why does he write you a column? Let someone write you on the subject after they have tested the "Up-to-date" and found it a success, or wanting. No half-course students; none who take up a study with a rush and drop it; let them go through the 21 lessons, have patience and be fair and just, and don't show such ignorance in writing on a subject they are babies at. I don't want "Phonographer" to naturally gratify me with his name, but the public do so, and to bring this man out of his shell, let him come to this Studio and bring any number of respectable witnesses, for a speed contest between my pupils and myself. Yes, I will most agreeably consent to a committee, say, the Editors of all the local papers. When he writes, "I frankly disbelieve the assertions that with 2 weeks' teaching students are writing 60 words a minute," this is why I object to "Phonographer" not giving his name. Personally I would chastise such a man very severely for calling me "a perverter of the truth," but he maligns lady pupils of this studio, who have done this speed in a fortnight, and an apology should be given. He may come and test the ladies in question, but I warn him to bring his mother with him.—I am, Sir, &c.,

WARWICK PEELE.

THE BRITISH ESTIMATES.

The *Times* gives a rough statement of the total expenditure for the next financial year on the basis of the Estimates, taking the Consolidated Fund Charges as they were for 1903-4. For the new financial year the Army is taken at £28,900,000, including £70,000 for the Ordnance Factories, against £36,945,000 for 1903-4, if we include the supplementary estimate for £2,700,000 just asked for. As Mr. Arnold-Forster has explained, this estimate for 1904-5 is very far from being complete, as the probable cost of the Somaliland expedition is not given. The Navy takes £36,889,500, against £35,727,500 in 1903-4, including a supplementary estimate for £1,270,000. The Civil Service is taken at £27,983,920, against £27,206,646 in 1903-4, including a supplementary estimate for £286,277. The Revenue Departments require £18,806,647, against £18,517,220. The total estimate for Supply Services in 1904-5 is thus £112,580,067, against £118,396,366 for the year now nearly ended, including £4,256,277 of supplementary estimates. If we take the Consolidated Fund Charges and the Payments to Local Taxation Accounts at the same figures as for 1903-4 we get a total expenditure in 1903-4, including the above-mentioned supplementary estimates, of £148,442,277. The revenue for the year that ended on March 31 was estimated at £144,270,000, but there was no likelihood of this sum being realised. Probably there will be a deficiency of at least £2,000,000, so that the actual receipts of the current year will not be more than £142,250,000. On this basis, the contemplated expenditure for 1904-5 would be only about £120,000 in excess of the revenue, but it is very doubtful whether the Chancellor of the Exchequer will find it possible to take the Estimates for the next twelve months on as high a scale as this. The income-tax, at any rate, cannot be expected to produce as much as in 1903-4, because the arrears will be collected at 11d. and not 15d. Customs, Excise, and Stamps do not seem likely to yield as much in 1904-5 as in the year now closing, especially as February, 1905, will contain only 28 days instead of 29. The immediate prospect for the taxpayer does not, therefore, appear very cheerful, and he will be fortunate if he escapes increased burdens.

SHIPPING NOTES.

WEATHER OUTSIDE.

Yesterday light southerly winds, clear, and smooth sea was reported from Gap Rock; Cape Daguilar reported light northerly winds, foggy, and smooth sea in forenoon, overcast in the afternoon. The P. & O. s.s. *Malacca*, and the C.P.R. s.s. *Empress of India*, both of which arrived from Shanghai yesterday, report fine weather.

CARDIFF COAL.

The steamers *Trader* and *Queen Louise* arrived from Cardiff yesterday. The former has 4,700 tons of coal for the Mitsui Bussan Kaisha, the latter 4,000 tons for Messrs. Dodwell & Co.

THE "AMPHO."

A vessel with a history is the *Ampho*, a frequent visitor to Hongkong. She was formerly the *Esmeralda* and was on the Manila-Hongkong run until about two years ago. This is the steamer which, it was said, piloted Dewey's fleet into the harbour in 1898. The vessel was at that time commanded by Captain Taylor, a seasoned skipper, who had traded between this port and Hongkong for many years in the vessels of the China-Manila Steamship Company, and who knew every navigable inch of the bay.

SHANGHAI SHIPBUILDING.

In compliance with the contract let to a Shanghai firm last August, two gunboats for use on Lake Lanao are rapidly nearing completion in that city. The boats are being built in sections which will be put together on the lake. They will cost about $10,000 each.

A VESSEL'S DESTINY.

The handsome steamship *Ya una*, designed as a Government transport to India, will, under its new name—the s.s. *Slavona*—carry Italian emigrants to New York. For months the *Yamuna* lay idle in the Royal Albert Dock, while people, admiring the powerful steamship, wondered why she was not put to practical use. The vessel, which has a gross tonnage of 10,000, and a length of 510 feet between the perpendiculars, was built to the order of the British India Navigation Company to carry troops to India. She has been sold to the Cunard Steamship Company at a price believed to be considerably below her cost. It is suggested that certain details in the build of the ship were not suitable for the purposes for which she was originally intended.

LOSS OF THE "CAMBODGE."

Home papers bring details about the loss last month of the French s.s. *Cambodge* in a typhoon off Cape S. Jacques, four miles from Cantien Lighthouse, Cochin China. About 100 lives were lost. The *Cambodge* had 100 native passengers on board, including twenty-four women and children, as well as fifteen soldiers and twenty-nine convicts. The crew consisted of natives and French officers. The captain was on the bridge when a terrific sea struck the ship, deluging her aft, and sinking her to the spar deck, on which all the passengers had taken refuge. Most were quickly swept into the sea and drowned, but the rest managed to climb into the rigging, where they clung for four or five hours. Early the next morning the steamer *Namviang* hove in sight, and in spite of the heavy sea that was running succeeded in getting her boats alongside and rescuing the exhausted survivors. Among these were the captain of the *Cambodge*, Captain Benoit, and the chief engineer, and thirty-eight natives, including two women. The *Cambodge* sank in twenty-four feet of water, only her funnel and masts remaining visible.

STEAMER MOVEMENTS.

The Indo-China steamer *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 5 p.m.

The C.N. steamer *Teiuan*, from Australian ports, left Manila on the 11th inst., at 6 p.m., and is expected here on the 14th inst., a.m.

The P. & O. steamer *Manila* left Singapore for this port on the 12th inst., at 6 a.m.

The E. & A. steamer *Empire*, from Sydney, &c., left Port Darwin on the 12th inst. for this port *via* Timor and Manila.

PROFESSOR RHYS DAVIDS ON ORIENTAL STUDIES.

At a meeting of the Fellows of the British Academy on the 24th February, Professor Rhys Davids read a paper on "Oriental Studies in England and Abroad." He said:—There were two branches of the subject—(1) Colloquial instruction in the spoken language; (2) the study of inscriptions and origins. Abroad the titles of teachers marked the distinction. There were the private students on one side, and the professors on the other. There was no such indication with us. In the University of London there was an imposing array of names, but only one salary. At the old universities there were the Lord Almoner's professors of Arabic, whose stipends were nominal, and the Hebrew professorships, which were theological. At Edinburgh there was a Sanscrit professorship bearing the name of Mure, and the Boden Professorship at Oxford. At Cambridge Sanscrit had been endowed out of college or university funds. The Edwards Professorship at University College, London, for Egyptology, might be considered as belonging to Oriental learning. Small grants were made at Oxford for Assyriology, for Semitic teaching at Dublin, and for Chinese at the older universities. The Chinese professorships were usually held by retired members of the Diplomatic and Civil Services. There were, too, at Oxford and Cambridge a dozen readerships for members of the Indian Civil Service. Advanced work in Persian was done at Cambridge, and to the list were to be added a few readers in Indian Law. How, then, did we stand in comparision with Continental countries? Holland had eight fully paid chairs and eight readerships. Germany had 51 professors and 50 readers or teachers of lower grade. In Berlin the Oriental Seminary enjoyed endowments of £8,000 a year, and was attended by 162 University students and 66 other hearers. None of these paid fees. In France there were 14 professors, five assistant professors and five native teachers, a library of 35,000 volumes and a valuable collection of MSS. The French also had an institution in Cochin China. In S. Petersburg Oriental learning was more recognised than perhaps anywhere else. The harvest in this field was great, but the labourers were few. There were possibilities for the student in Oriental studies of discoveries parallel to those which entranced the scholars of the Renaissance; any day fresh MSS. or inscriptions might be disclosed to throw an unexpected light on prehistoric times. Nor should the practical and commercial aspects be disregarded—and in this Austria was making great efforts; but the man of business would make his labours more fruitful and find his intellectual interests stimulated if a scientific training were added to modern colloquial instruction.

ROYAL HONGKONG GOLF CLUB.

The following cards were returned at the monthly meeting held at the Happy Valley from the 9th to 9th April:—

CAPTAIN'S CUP.

Lieut. A. N. Gregory, R.N.	88	— 8	= 80
Mr. E. J. Grist	85	— 3	= 82
Mr. C. M. G. Burnie ...	84	— 1	= 83
Mr. W. J. Gresson ...	98	— 14	= 84
Mr. J. Johnstone	90	— 5	= 85

35 entries.

POOL.

Lieut. A. N. Gregory ...	88	— 8	= 80
Mr. E. J. Grist	85	— 3	= 82
Mr. C. M. G. Burnie ...	84	— 1	= 83
Mr. J. S. Forrest	81	+ 3	= 84
Mr. C. W. May	89	— 5	= 84
Mr. W. J. Gresson ...	98	— 14	= 84
Mr. J. Johnstone	90	— 5	= 85

23 entries.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS *only, and special business matters* THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS *should be sent in before 11 a.m. on day of publication; After that hour the supply is limited. Only supplied for Cash.*

Telegraphic Address: PRESS. *Codes: A.B.C., 5th Ed. Lieber's.*

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NEW ADVERTISEMENTS

JUST LANDED.

A LARGE Variety of PERFUMERY of the well-known make, and Stationery in all styles to suit various requirements.

Inspection earnestly solicited.

H. RUTTONJEE,
No. 5, D'Aguilar Street,
or
36 to 38, Elgin Road, Kowloon.

Hongkong, 13th April, 1904. [989

SECOND-HAND MARINE BOILER for Sale; 10 ft. diam.; 10 ft. long. 100 lbs. W.P. Immediate delivery.

Apply—
G. FENWICK & CO., LD.,
13, Praya East.

Hongkong, 13th April, 1904. [990

MANILA.

FOR SALE as a going concern, HOTEL COMPANY, comprising two First-class Hotels in Manila, with Livery Stables attached.

Intending purchasers will please apply for further particulars to—

M. H. C.,
Care of *Daily Press* Office.

Hongkong, 13th April, 1904. [991

CLUB CONCORDIA.

THE ARCHITECTS concerned are hereby notified that the Building Committee have agreed to extend the time for the plans of the New Club Building from the 15th to the 25th inst.

By Order,
THE SECRETARY.

Shanghai, 7th April, 1904. [992

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction
(FOR ACCOUNT OF THE CONCERNED),
TO-DAY (WEDNESDAY),
the 13th APRIL, 1904, at 11 A.M., at their SALES ROOMS, No. 8, Des Voeux Road
(Corner of Ice House Street),
SUNDRY HOUSEHOLD FURNITURE,
Comprising:—
IRON BEDSTEAD, WRITING DESK, VIENNA CHAIRS, PICTURES, CLOCKS, CROCKERY, GLASSWARE, etc., etc.;
Also
19 Cases PRESERVED FRUITS, 3 Cases ONIONS.

TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 13th April, 1904. [995

THE
JOB PRINTING DEPT.
OF THE
"Hongkong Daily Press"

is replete with all the latest and most up-to-date appliances for the production of first-class work.

ILLUSTRATED CATALOGUES, CIRCULARS, VISITING CARDS
and all descriptions of
COMMERCIAL PRINTING

turned out accurately, and with the greatest despatch, under the direct supervision of experienced Europeans.

BOOK BINDING, MACHINE RULING, GOLD LETTERING AND MARBLING, ETC.,

all executed on the premises, at the shortest notice.

LAW WORK, LEDGERS AND ACCOUNT BOOKS

a speciality, and at prices which compare favourably with any other Printing Establishment in the Far East. Estimates furnished.

Hongkong, 13th April, 1904.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M., of the 15th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & CO., LD.,
Agents.

Hongkong, 12th April, 1904. [996

NEW ADVERTISEMENTS

SCHOOL TEACHER.

AN Englishman, now employed in a Japanese Government Middle School, wishes to obtain a position as ENGLISH TEACHER in any Chinese School at Hongkong or elsewhere.

Address—
"K."
Care of *Daily Press* Office.

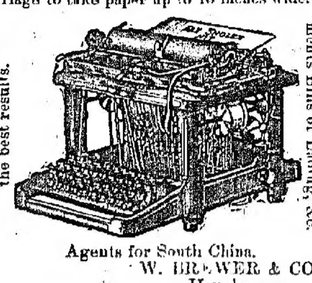
Hongkong, 13th April, 1904. [993

FAY-SHOLES TYPEWRITER.

Model No. 7 Writes 86 Characters.

THE best and most complete Machine on the market, can be fitted with special carriage to take paper up to 16 inches wide.

The most simple and gives the best results.



Useful for writing large documents Bills of Lading, &c.

Agents for South China,
W. BREWER & CO.,
Hongkong.

Hongkong, 13th April, 1904. [994

WANTED.

A FURNISHED HOUSE at the Peak, for 12 months.

Apply to—
BOX 123,
Care of *Daily Press* Office.

Hongkong, 7th April, 190 . [962

WANTED.

ADVERTISER can strongly recommend an experienced MANAGER and ACCOUNTANT (British) for the Far East.

At present occupying a responsible position in Western Australia.

Apply to—
F. C. C.,
Care of *Daily Press* Office.

Hongkong, 8th April, 1904. [968

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady,
B. E.,
Care of Office of this Paper.

Hongkong, 16th May, 1903. [3148

AMOY ENGINEERING CO., LD., AMOY

CALL FLAGE.

REPAIR WORK to Steamers and Launches. Castings in Brass and Iron Moder charges. Work solicited.

J. D. EDWARDS,
Manager.

Amoy, 3rd December, 1903. 78

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZE'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 28th November, 1902 [1

THE TRADE MARKS ORDINANCE, 1898.

APPLICATION FOR REGISTRATION OF A TRADE MARK.

NOTICE IS HEREBY GIVEN that the WONG CHEUNG WA, of Fatshan, in the province of Kwong Tung, in the Empire of China, and of No. 220, Queen's Road, Victoria, in the Colony of Hongkong, have on the 16th January, 1904, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK, viz:—

The Chinese words "Ü I" written in English characters with a representation of the Chinese device, the "double Ü I" beneath it enclosed in an elliptical border of a castellated pattern,

in the name of the said WONG CHEUNG WA, who claims to be the sole proprietor thereof.

The TRADE MARK is intended to be used by the Applicant in respect of the following goods respectively, in the following classes respectively, viz:—

In class 3 in respect of Patent Medicines.

A Facsimile of such TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 30th day of January, 1904.

JOHN HASTINGS,
528] Solicitor for Applicant.

MAIL TABLES
FOR
1904.

Mounted on Card ... ... 30 cents
Paper ... ... 20 cents

On Sale at the *Daily Press* Office.

Hongkong, 5th March, 1904

AUCTION

PUBLIC AUCTION

THE Undersigned have been favoured with instructions to Sell by Public Auction,
TO-MORROW (THURSDAY),
14th APRIL, 1904, at 3 P.M., for and on Account of the Concerned (About)
607 tons CARDIFF COAL now stored on Marine Lot No. 50 Mong Kok Tsui.

The sale will take place on the Spot and a Steam Launch will leave Blake Pier at 2.30 P.M. to convey intending purchasers.

TERMS:—Prompt Clearance.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 12th April, 1904. [997

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

TO-NIGHT! TO-NIGHT!!
AND ALL THE WEEK.

SPECIAL MATINEE.

NEXT SATURDAY, 3 O'CLOCK.
Arranged for Ladies and Children.

Continued Success of
Mr. M. B. LEAVITT'S
Elite Anglo-American

TROUBADOURS

CHANGE OF PROGRAMME TO-NIGHT.
NEW SONGS. NEW FARCES.
NEW DANCES. NEW NOVELTIES.

☞ EXTRAORDINARY ATTRACTION ☜

TO-MORROW (THURSDAY NIGHT),
PROF. ZANCIG,
will present his WONDERFUL DEMONSTRATIONS in HYPNOTISM
that has made him FAMOUS THROUGHOUT EUROPE and AMERICA.
The SUBJECTS will be SELECTED from the AUDIENCE
On FRIDAY NIGHT, APRIL 15th,
A STARTLING SENSATION.
PROF. ZANCIG will PUT A HYPNOTIZED SUBJECT TO SLEEP for 24 HOURS.
He will then be placed on FREE EXHIBITION in the WINDOWS of J. ULLMAN & CO., JEWELLERS and DIAMOND MERCHANTS, QUEEN'S ROAD (opposite the Post Office), and will be AWAKENED in the City Hall on SATURDAY NIGHT.
Don't fail to see this Wonderful Miracle.
Popular Prices... ... ... $3, $2, $1.
Booking at ROBINSON PIANO CO., LD.

Hongkong, 13th April, 1904. [950

FOR A SHORT TIME ONLY.

Consult—PROF. J. ZANCIG—Consult.

AMERICA'S Leading Hypnotist and Psychic, WAVERLEY HOTEL, Ice House Street Hongkong.

FOR A FULL COMPLETE LIFE READING

See PROF. ZANCIG. He will advise you on all affairs in life regarding your Health, Business, Lawsuits, Marriage, Divorce, etc., etc.

PRIVATE SITTINGS FOR
Ladies ... ... $3 | Gentlemen $5
Satisfaction Guaranteed. No Questions Asked.
Office Hours from 2 to 6 p.m.

TO THOSE INTERESTED
In Hypnotism, Clairvoyancy and Magnetic Healing, I will say that I can teach you the above Branches in Three Lessons

BY HYPNOTIC SUGGESTION
You will be able to Develope Memory, cure all Nervous Diseases, Despondency, Melancholy, and Bad Habits.
Call and see me. No cure no pay.

Hongkong, 11th April, 1904. [980

R.A.O.B.
KING EDWARD VII LODGE No. 910.
(GRAND LODGE OF ENGLAND).

THE Members of the above order are terminating their DANCE SEASON by Holding a Ball in the CITY HALL TOMORROW, the 14th APRIL, Tickets $5.00 each. Gentlemen requiring tickets are requested to obtain them early, as they are limited, and can be had from Mr. J. H. OXBERRY, Hongkong Hotel, and Mr. J. J. BLAKE, Hon. Secretary R.A.O.B. Club.

Hongkong, 26th March, 1904. [856

MR. A. G. WARD
will give
an
ORGAN RECITAL,
in
ST. JOHN'S CATHEDRAL,
on
FRIDAY,
APRIL 15th, at 5.15 P.M.

VOCALIST:—
MRS. A. G. GORDON.

A Collection will be made in aid of the Organ Fund.

Hongkong, 9th April, 1904. [975

MITSU BISHI DOCKYARD AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK." NAGASAKI. A.1, A.B.C., Scotts' and Engineering Code Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length...	523 feet
Length on Blocks	513
Width of Entrance on Top ...	89 ,,
Width of Entrance on Bottom...	77 ,,
Water on Blocks at Spring Tide	26½ ,,

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length...	371 feet
Length on Blocks	350 ,,
Width of Entrance on Top ...	66 ,,
Width of Entrance on Bottom...	53 ,,
Water on Blocks at Spring Tide	22 ,,

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE STEAMER, 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY at SHORT NOTICE. 167

NOTICE TO KOWLOON RESIDENTS.

EXTRA COPIES of *Daily Press* are on sale daily at Mr. H. RUTTONJEE'S KOWLOON STORE, No. 36, Elgin Road Price 15 cents per copy cash.

Hongkong, 22nd December, 1903. [3518

GRACA & CO.,
FOREIGN AND COLONIAL STAMP DEALERS,
No. 58, PEEL STREET, HONGKONG,

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Are also prepared to purchase used POSTAGE STAMPS in Large or Small Quantities for Cash AGENTS WANTED.

15 to 25 per cent. Discount Allowed. [3314

PUBLIC COMPANIES

NOTICE.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE CERTIFICATE No. 997 dated 25th August, 1884, of the Five Shares Nos. 14181/14185 in this Company, standing in the name of Mr. MOK SE YEONG, of Hongkong, has been LOST, and if at the expiration of One Month from the date hereof the above document be not forthcoming, another Certificate will be issued by the Company, and thereafter no other will be be acknowledged.

Dated 4th April, 1904.

C. PEMBERTON,
Acting Secretary.

Hongkong, 4th April, 1904. [934

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS of the above Company will be held at the OFFICE of the Company on TUESDAY, the 26th day of APRIL, at NOON, for the purpose of confirming the following Special Resolutions which were passed at the Extraordinary General Meeting of Shareholders on the 9th instant.

SPECIAL RESOLUTIONS.

(a.) In Article 81 the words "Five Hundred Dollars" shall be substituted for the words "One Hundred and Fifty Dollars."

(b.) In Article 102 the words "An Auditor" shall be substituted for the words "Two Auditors."

(c) In Article 108 the word "Auditor" shall be substituted for the word "Auditors."

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to
THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED,
General Agents for
THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

Hongkong, 8th April, 1904. [981

THE TIENTSIN GAS AND ELECTRIC LIGHT COMPANY, LIMITED.

INCORPORATED under The Companies' Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their shares.

CAPITAL: TAELS 250,000,

Divided into 2,500 shares of Tls. 100 each of which 600 shares have already been allotted to shareholders in The Tientsin Gas Co., Ld. Present Issue 1,500 shares of Tls. 100 each of which 350 shares have already been subscribed for by Shareholders in The Tientsin Gas Co., Ld. The balance of 1,150 shares is now offered to the public.

TERMS:

10 Taels payable on application.
30 ,, ,, ,, 1st August, 1904.
30 ,, ,, ,, 1st November, 1904.
30 ,, ,, ,, 1st February, 1905.

DIRECTORS:

C. POULSEN, Esq. (Chairman), of Electric Engineering and Fitting Co.

R. OSWALD, Esq., of Messrs. Oswald and Lomp.

W. E. SOUTHCOTT, Esq., of Messrs. William Forbes & Co.

W. T. L. WAY, Esq., of Taku Tug & Lighter Company, Limited.

WU JIM PAR, Esq., Compradore, Hongkong and Shanghai Banking Corporation.

Prospectuses and Forms of Application for shares may be obtained on application to the Hongkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs Doney & Co., 99, Consular Road, Tientsin.

Share Lists close at 4 p.m. on Saturday, 30th April, 1904.

Hongkong, 1st April, 1904. [923

OWNERS OF DOMESTIC BUILDINGS.

TAKE NOTICE that under No. 5 of the Domestic Cleanliness and Ventilation Bye-laws (as amended), every domestic building or part of such building within the Central Division of the City of Victoria and the Western Division of Kowloon occupied by members of more than one family must be Cleansed and Limewashed by the owner during the months of March and April, and further TAKE NOTICE that:—

"Notice that such Cleansing and Limewashing HAS BEEN COMPLETED shall be sent to the Secretary of the Board within three days after date of completion."

N.B.—The Central Division of the City is bounded on the East by Gilman Street and Peel Street and on the West by Tank Lane and Cleverley Street.

By Order,
G. A. WOODCOCK,
Secretary.

Sanitary Board Office.
Hongkong, 28th March, 1904. [905

QUAN WAH & CO
GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE and GRANITE MONUMENTS
No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application
All descriptions of Granite for Export.

Hongkong, 17th October, 1899. [251

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m.
With CHAMBER for 10 CARTRIDGES
FIRING 10 SHOTS in 2 SECONDS.
SIEMSSEN & CO.

Hongkong, 3rd October, 1900. 54

NOTICES OF FIRMS

THE CHINA FIRE INSURANCE CO., LD.

NOTICE.

FROM This Date, and during the Absence of Mr. GEO. L. TOMLIN from the Colony, Mr. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

E. GOETZ,
Chairman.

Hongkong, 30th March, 1904. [892

UNION INSURANCE SOCIETY OF CANTON LIMITED.

NOTICE.

FROM this date and during my absence from the Colony Mr. C. MONTAGUE EDE will act as Secretary of the Society.

By Order of the Board,
W. J. SAUNDERS,
Secretary.

Hongkong, 11th April, 1904. [979

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager

Hongkong, 1st May, 1902. [20

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
STERLING RESERVE...$10,000,000
SILVER RESERVE ... 6,500,000
$16,500,000
RESERVE LIABILITY OF PROP'TORS. $10,000,000

COURT OF DIRECTORS.

A. J. RAYMOND, Esq.—Chairman.
H. E. TOMKINS, Esq.—Deputy Chairman.
Hon. C. W. Dickson, E. Goetz, Esq., A. Haupt, Esq., H. Schubart, Esq., E. Shellim, Esq.
N. A. Siebs, Esq., H. W. Slade, Esq., C. A. Tomes, Esq., E. S. Wheeller, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH

MANAGER:
Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 20th February, 1904. 119

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS BERLIN.

BRANCHES:
Berlin, Tientsin, Calcutta, Tsingtau (Kiautschou), Hankow

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS,
THE UNION OF LONDON AND SMITHS BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. FIGGE,
Manager.

Hongkong, 4th October, 1902. [2

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL..Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... ,, 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.
Canton, Chefoo, Hankow, Peking, Penang, Singapore, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months
4% ,, ,, ,, ,, 6 ,,
5% ,, ,, ,, ,, 12 ,,
E. W. RUTTER,
Manager.

Hongkong, 1st January, 1901. [23

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000
CAPITAL PAID-UP ..... ,, 18,000,000
CAPITAL UNCALLED ..... ,, 6,000,000
RESERVE FUND..... ,, 9,320,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.
Tokio, London, San Francisco, Shanghai, Kobe, Lyons, Honolulu, Tientsin, Peking, Nagasaki, New York, Bombay, Newchwang

LONDON BANKERS.
THE LONDON JOINT STOCK BANK, LIMITED
PARR'S BANK, LIMITED.
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
,, ,, ,, ,, 6 ,, 4% ,, ,,
,, ,, ,, ,, 3 ,, 3% ,, ,,
TARO HODSUMI
Manager.

Hongkong, 11th March, 1904. [72

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL.....£1,000,000
PAID-UP CAPITAL .....£ 324,374

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.
CHAN KIT SHAN, Esq. | J. FOCKE, Esq.
CREASY EWENS, Esq. | G. C. MOXON, Esq
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%

Hongkong, 4th February, 1904. 124

BANKS

INTERNATIONAL BANKING CORPORATION.

Capital, Surplus and Undivided Profits, Gold $7,992,173.37=about £1,640,000.
Capital and Surplus authorised, Gold $10,000,000=£2,055,000.

HEAD OFFICE: 1, WALL STREET, NEW YORK.
LONDON OFFICE: THREADNEEDLE HOUSE, E.C.

Branches at
SAN FRANCISCO, WASHINGTON, MEXICO, MANILA, SHANGHAI, SINGAPORE, YOKOHAMA, BOMBAY, CALCUTTA, and Agents all over the World.

London and Continental Bankers:—
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.
UNION OF LONDON AND SMITH'S BANK, LIMITED.
CREDIT LYONNAIS, DRESDNER BANK.
COMPTOIR NATIONAL D'ESCOMPTE DE PARIS, &c.

The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and issues Fixed Deposit Receipts either in Gold or Silver at rates which may be ascertained on application.

HONGKONG BRANCH:
20, DES VŒUX ROAD CENTRAL.
CHARLES R. SCOTT,
Manager.

Hongkong, 15th December 1903. [31

RUSSO-CHINESE BANK

ORGANISED UNDER IMPERIAL DECREE OF 10TH DECEMBER, 1895.

CAPITAL .....Roubles 15,000,000
CAPITAL contributed by CHINESE GOVERNMENT...5,000,000 Kouping Taels.
(EQUIVALENT TO.....£2,150,000 Stg.)

RESERVE FUND..... Roubles 2,060,000
SPECIAL RESERVES ..... Roubles, 1,700,000

HEAD OFFICE—ST. PETERSBURG.

BRANCHES AND AGENCIES.

Andijan	Khabarovsk	Port Arthur
Batoum	Khokand	Samarkand
Blagowestchensk	Kiachta	Shanghai
Bodaibo	Kirin	Stretensk
Boukhara	Kobe	Tashkent
Büsk	Krasnoiarsk	Tchita
Chefoo	Kwantchendze	Thongontchak
Dalny	Moscow	Tielin
Hailar	Moukden	Tientsin
Hakhodate	Nagasaki	Tsitsikar
Hankow	Newchwang	Verchneoudinsk
Harbin	Nicolajeffsk	Verniy
Hongkong	Onlissitai	Vladivostock
Irkoutsk	Ourga	Yokohama
Kalgan	Paris	Zeiskaia Pristan
Kashgar	Peking	

BANKERS.
LONDON—Glyn, Mills, Currie & Co.
PARIS—Comptoir National d'Escompte de Paris. Banque de Paris et des Pays Bas.
BERLIN—Mendelsohn & Co.
HAMBURG—M. M. Warburg & Co.
VIENNA—K. K. Priv. Oesterr. Credit Anstalt für Handel Gewerbe.
AMSTERDAM—Lippmann, Rosenthal & Co.

Local Bills discounted.
Special facilities for Russian exchange.
Foreign exchang on the principal cities of the world bought and sold.

HONGKONG BRANCH
TEMPORARY OFFICES WHILE NEW OFFICES IN PRINCES' BUILDINGS ARE BEING BUILT),
VICTORIA HOTEL BUILDINGS,
Ice House Street.

Hongkong, 14th July, 1903. [21

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£725,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances
On Fixed Deposits for 12 months 4 per cent
,, ,, 6 ,, 3½ ,,
,, ,, 3 ,, 2½ ,,
T. P. COCHRANE,
Manager.

Hongkong, 18th May 1903. [97

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL £1,500,000
SUBSCRIBED 1,125,000
PAID-UP 562,500
RESERVE FUND 60,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance
ON FIXED DEPOSITS:—
For 12 months.....4 %
,, 6 ,, ...3½%
,, 3 ,, ...2½%
EVAN ORMISTON,
Manager.

Hongkong, 23rd May, 1903. [22

THE BANK OF TAIWAN (FORMOSA,) LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

AUTHORISED CAPITAL .....Yen 5,000,000
PAID-UP CAPITAL ..... ,, 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.
HONGKONG OFFICE: 4, QUEEN'S ROAD (facing Duddell Street).
BRANCHES:—AMOY. KOBE. TAINAN.

HONGKONG—INTEREST ALLOWED.
On current account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per Annum
,, ,, ,, 6 ,, 4% ,, ,,
,, ,, ,, 3 ,, 3% ,, ,,
S. SHIGENAGA, Manager.

Hongkong, 2nd February, 1903. [1633

ROBINSON PIANO Co. LD.

$100 REDUCTION

ON 11 UPRIGHT GRANDS

OF

OUR OWN MAKE

$350 AND $395.

TO MAKE ROOM FOR THE

OUTPUT FROM OUR

NEW

PIANO FACTORY

Cash OR Credit.

Hongkong, 6th April, 1904. [640

NOW READY.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA FOR 1904.

WITH ALPHABETICAL LIST.

88 PAGES. PAPER COVER, 60 Cents.
On Sale at
AMERICAN PRESBYTERIAN MISSION PRESS, Shanghai
Mr. EDWARD EVANS, Missionary Home, Book Room, 1, Quinsan Gardens, Shanghai;
Messrs. KELLY & WALSH, LD., Hongkong Shanghai and Yokohama;
Messrs. W. BREWER & Co., Hongkong and Shanghai;
YUEN CHONG BOOK STORE, Swatow;
Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Foochow;
Messrs. H. BLOW & Co., Tientsin;
Messrs. HODGE & Co., "Seoul Press," Seoul;
"NAGASAKI PRESS" OFFICE, Nagasaki;
"KOBE CHRONICLE" OFFICE, Kobe
"DAILY PRESS" OFFICE, Hongkong, and a the London Office: 131, Fleet Street.
Hongkong, 12th December, 1903.

DAVID CORSAR & SON'S
MERCHANT NAVY
NAVY BOILED
ONG FLAX
RELIANCE CROWN
TARPAULING
} CANVAS
ARNHOLD, KARBERG & CO.,
3486] Sole Agents.

BOARD AND RESIDENCE

BOARD AND RESIDENCE.

MRS. GILLANDERS
"GLENWOOD,
21, CAINE ROAD.
Hongkong, 19th March, 1904. [78

FIRST-CLASS BOARD & RESIDENCE

"ST. GEORGE'S HOUSE,"
2 & 4, KENNEDY ROAD,
and
"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour. For terms, apply to—
MRS. G. SACHSE,
"St. George's House."
Hongkong, 17th March, 1903. [70

"TANG YUEN."

BOARDING ESTABLISHMENT.

European Supervision. Excellent Cuisin and Accommodation.
Apply— MANAGERESS,
Macdonnell Road
or
FAIRALL & CO., Queen's Road
Hongkong, 2nd March, 1903. [71

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892

HONGKONG BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE,
The only office in China having European taught workmen. Equal to Home Work

JEWELLERS

MAISON LEVY HERMANOS
Diamond Merchants and Watchmakers, 40 Watson's Building, Queen's Road. Also at Shanghai, Manila, Paris and Hoi'o

PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.
Bromide and Crayon Enlargements and also colouring Photos and relief Photos. Views of China and Manila. Work done for Amateurs; No. 8A, Queen's Road Central.

PRINTING

DAILY PRESS" OFFICE
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.,
Navy Contractors, Sailmakers, Provision and Coal Merchants, Sole Agents for Hartmann Rahtjen's Genuine Composition Red Hand Brand.

BISMARCK & CO.,
Navy Contractors, Ship Chandlers, Provision and Coal Merchants, Sailmakers, &c. Fresh Water supplied to Vessels in the Harbour

KWONG SANG & CO.,
Shipchandlers, Sailmakers, Provisioners, Coal Merchants, Hardware, Engineers' Tools, Brass and Iron Merchants, 144, Des Vœux Road.

HONGKONG GYMKHANA CLUB.

PROGRAMME
OF
THE FIRST MEETING
TO BE HELD AT THE HAPPY VALLEY,
ON
SATURDAY, 23rd APRIL, 1904.

4 p.m. 1. THE GRANTHAM CUP:—Presented by Hart Buck, Esq. For all subscription griffins of any season that have never won an official race. Weight for inches as per scale. Un-placed runners allowed 5 lbs. Jockeys that have won an official race in Hongkong or China 2 lbs. extra; non-winning Jockeys allowed 5 lbs. Entrance $5. 5 Furlongs.

4.20 p.m. 2. THE EAST POINT CUP:—Presented by the Hon. C. W. Dickson. For all China Ponies weight for inches as per scale. Winners of an open race or open griffin race 5 lbs. extra; non-winning subscription griffins allowed 5 lbs. Jockeys' penalties and allowances as per Race No. 1. Entrance $5. From the two mile post once round and in.

4.40 p.m. 3. THE "ICHIBAN" CUP:—Presented by G. C. C. Master, Esq. Hurdle race. For all China Ponies. Weight 11 stone. Jockeys' penalties and allowances as per Race No. 1, but winners of a hurdle race or steeplechase on an off day at Shanghai or Hongkong to be treated as winning Jockeys. Entrance $5. From the grand stand, twice round and in.

5 p.m. 4. POLO PONY SCURRY.—For a Cup presented by the Club—Open to all *bona fide* polo ponies passed as such by the Committee of the Club. Catch weights not less than 11 stone. Best of three heats, to be run without dismounting, each from the distance post in. Entrance $5

5.25 p.m. 5. THE GYMKHANA CLUB CHALLENGE CUP:—Value $—, (not less than $200). For all China Ponies. Weight for inches as per scale. Penalties and allowances as per Race No. 2. Jockeys' penalties and allowances as per Race No. 1. To be won by the pony scoring most marks in the races for the Cup by the end of the Club's season, counting 4 for a first, 2 for a second and 1 for a third. The benefit of marks already scored to pass with the pony on a sale. Any winner of the race to carry 5 lbs. extra for each win in subsequent starts for the Cup; penalties accumulative up to 15 lbs. Five to start or no race. Entrance $5 to go in the purchase of a memento to the winner of each race. One mile.

5.45 p.m. 6. THE "PRIMROSE" CUP.—Presented by J. H. Lewis, Esq.—For all China Ponies that have won no flat race of any description since the 1st January 1904 Weight for inches as per scale. To be ridden by Jockeys that have not won an official race in Hongkong or China. Entrace $5. Half mile.

Entries (which must state the name, owner, colours, height and colour of ponies entered, and be accompanied by the necessary fees) close to the Honorary Secretary at the Hongkong Club at 6 p.m. on Wednesday the 13th April, 1904.

The Committee reserve the right to declare off any race for which there are not at least five entries and three starters.

Attention is drawn to the rules of the Club providing that (*a*) No person shall be a member of the Club unless he is a member of the Hongkong Jockey Club. (*b*) All members of the Hongkong Jockey Club shall be eligible for election without ballot; and (*c*) No person unless he is a member of this Club shall be eligible to ride or run any pony at any Gymkhana meeting. Notice of intended membership should be sent to the undersigned.

F. B. DEACON,
Honorary Secretary and Treasurer.
Hongkong, 4th April 1904. 936

HIRANO WATER.

THE QUEEN OF TABLE WATERS.
PURE, SPARKLING, INVIGORATING

THE LEADING MINERAL WATER OF THE EAST Bottled in Japan by H. E. REYNELL & Co.

BEWARE OF JAPANESE IMITATIONS.

F. BLACKHEAD & CO., AGENTS.
Hongkong, 31st July, 1903. [44

RUINART PERE & FILS, REIMS

Established 1719,
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 18th May, 1903. [50

LAT . TELEGRAMS.

[VIA CANADA.]

THE DISASTER TO BRITISH SUBMARINE.

Portsmouth, 18th March.

The British submarine boat, No. A1, was run down and sunk off the Nab Lightship to-day, by a Donald Currie Liner, and eleven persons were drowned, including Lieutenant Mansergh, the Senior Officer engaged in submarine work. The liner passed on and reported that she had struck a torpedo. At the time she was struck, the vessel was off the lightship engaged in manœuvres, and was lying in seven fathoms of water, awaiting the approach of a battleship. The boat was one of the newest of the fleet of submarine vessels, and was built from the latest models, but had always been a bad diver. She was inspected recently by both the King and the Prince of Wales.

Portsmouth, 18th March.

The name of the Donald Currie Liner which struck the submarine boat is the *Berwick Castle*, from East London, South Africa. The loss of the boat was not known for some hours after the liner had reported to the manœuvring fleet that she had struck a torpedo. The officers of the liner say that they saw a glistening torpedo-like hull in the water, and it is supposed, therefore, that the submarine boat rose just before she was struck. The officers of the fleet did not suppose for the moment that the submarine boat had been struck, and continued operations, expecting that the vessel would re-appear. Finally, a search was made, and the breaking of the waves revealed the presence of the ill-fated boat. There is no doubt that all the crew died in their steel tomb. It is presumed that the *Berwick Castle* in striking upset the trim of the boat, and spilled the gasoline in her tanks, rendering her helpless. The crew were battened down, and must have met a terrible fate from suffocation in the absence of air and owing to the fumes of the gasoline.

THE "DMITRI DONSKOI."

London, 17th March.

Answering a question in the House of Commons to-day regarding the movements of the Russian armoured cruiser *Dmitri Donskoi* in the Mediterranean, her searching of merchant vessels, etc., after repairing at Suez, and as to what steps His Majesty's Government proposed to take to stop these operations, Mr. Balfour, while admitting the grave importance of the question, said he must have time to enquire into the facts before he would be able to give a complete answer.

RAILWAY DEVELOPMENT OF THE PHILIPPINES.

Washington, 17th March.

Secretary Taft continued his discussion on Philippine matters to-day, before the House Committee on Insular Affairs. Concerning the Cooper Bill, which guarantees 4 per cent. on an investment of $4,000,000 in railroads in the islands, the Secretary stated that he visited New York last week and had been assured by capitalists there that they would go into the enterprise if the United States Government would insure a certain income on the investment. If Congress wanted to build these roads, he said, the Commission undoubtedly would undertake it. His own views, however, were against this policy, on account of the complications, such as liability to employees. Secretary Taft and Secretary Root had consulted with Sir William Van Horne, of the Canadian Pacific, who is building railroads in Cuba. Sir William suggested that two engineers make an original investigation, and the result of this work is given in a report which Secretary Taft submitted to the Committee. A trunk line was suggested in the north of the Island of Luzon, and a line in the southern end. The projected road in the south of the island, Secretary Taft believed, would pay from the beginning, for a mileage of between 700 and 800 miles; $25,000,000 or $30,000,000 would be the cost. A 4 per cent. burden on the Philippine Treasury on this investment would be about $1,000,000 a year. The Secretary believed that could be paid without hardship.

COLOMBIA AGGRIEVED.

Washington, 16th March.

The Colombian Legation here has been closed, and Dr. Thomas Herran, *Charge d'Affaires*, will leave the United States for his former home in Medlin, in two or three weeks. Future communications between the Colombian Government and the State Department will be conducted through the Colombian Consul-General at New York. The closing of the Legation is the direct result of the secession of Panama and the negotiation of the Isthmian Canal Treaty. It is thought that a considerable time will elapse before the Colombian Government again nominates a Minister to Washington, as the feeling in official circles at Bogota is still very bitter.

A FRENCH VIEW OF THE SITUATION.

The *Figaro* publishes in its leading columns an interview with M. de Lanessan, ex-Minister of Marine, a post which he is not unlikely to occupy again. Among other interesting remarks M. de Lanessan said, in reply to a question as to whether France would not be obliged to intervene in case China were to follow the example of Corea:—

"France is not called upon to concern herself with that matter. . . . . The fate of Corea will only be settled after the war, as it is the end the Japanese have in view. As to China it is certain that she will remain quiet and, moreover, what could she do? She has neither army, armaments, nor money. Russia could not accept the help of France in this quarrel in which she has engaged herself, notwithstanding the Conventions signed between her and ourselves, which Conventions assumed literally the independence and integrity of Manchuria. Our allies find themselves obliged, in consequence of the brutal aggression [!] of Japan, to ignore these Conventions. They are establishing their armies in Manchuria and will remain there if, as I hope, the fate of arms is favourable to them. But our duty is to remain quiet, supporting our friends by all means that are consistent with the laws of neutrality. Moreover, Russia knows very well that our intervention, instead of being of use to her, would make the struggle more dangerous than it is, and that it would not only be in the Far East that war would make havoc but in the whole of Europe. If France were to intervene with the few cruisers and torpedo-boats which she has in Chinese waters, England would immediately make her appearance with her squadron twice as strong as ours and the Russian squadron together. It would be quite impossible to withdraw the smallest ship from the Mediterranean or the North Sea, where England is already stronger than we are. Consequently, all our naval forces would be mobilised for our own defence. You will now understand that in such circumstances the intervention of France would be disastrous for Russia, and that is not what we want."

INSURANCES

THE BOMBAY FIRE AND MARINE INSURANCE COMPANY, LIMITED.

THE undersigned, having been appointed AGENTS for the above Company, are prepared to accept RISKS at Current Rates.
HOLLAND-CHINA TRADING CO.
Hongkong, 26th November, 1903. [2160

L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.
SIEMSSEN & CO.
Hongkong, 1st January, 1904. [1

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELL.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897 [99

PHŒNIX FIRE OFFICE.

The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LAPRAIK & CO.,
Agents for the Phœnix Fire Office
Hongkong, 17th August, 1887. [20

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security £625,719
Total Losses Paid £6,769,240

THE Undersigned having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO
Hongkong, 18th May, 1903. 194

NORTHERN ASSURANCE CO

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept First Class Foreign and Chinese RISKS against FIRE at Current Rates.
Also to accept proposals for LIFE ASSURANCE. Prospectuses on application.
TURNER & CO.,
Agents.
Hongkong, 23rd September, 1903. [267

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.
INCORPORATED A.D. 1851.

MARINE BRANCH.

THE undersigned having been appointed AGENTS for the above are prepared to accept risks at current rates.
ALEX. ROSS & CO.
Hongkong, 19th March, 1904 [784

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1902 £16,378,771.

I. AUTHORISED CAPITAL...	£3,000,000	0	0
SUBSCRIBED CAPITAL....	2,750,000	0	0
PAID-UP CAPITAL	687,500	0	0
II. FIRE FUNDS	2,867,215	14	10

The Undersigned AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO
Agents.
Hongkong, 19th June, 1903. [188

"THE EAST OF ASIA."

(Published Quarterly.)

CONTAINING Articles of Special Interest, Profusely Illustrated, descriptive of the people, Customs, &c., of the Far East.
The kindly Press criticisms, both Continental and American, that the production of this Magazine has evoked is eloquent testimony of the sterling merit of the publication.

Price ... ... $1.50.

On Sale at "NORTH CHINA HERALD OFFICE, Shanghai;
MESSRS KELLY & WALSH
Hongkong;
and all leading Booksellers in the Far East.
Hongkong, 14th February, 1903.

ON SALE.

BOUND VOLUMES of the *HONGKONG WEEKLY PRESS*, JULY to DECEMBER 1903. With INDEX. Price $7.50.
On sale at the *Hongkong Daily Press* Office.
Hongkong, 25th March, 1904.

'DARTRING' TRADE MARK

Superb Skin
is obtained and maintained by using
'DARTRING' 'LANOLINE'
No imitation can bear the 'Dartring'.
No imitation can be called 'Dartring'.
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JOHN ROBERTS & CO., LD.,
BILLIARD TABLE MAKERS AND IVORY TURNERS,
BOMBAY.
Hongkong, 6th April, 1904. [927—2

BUTTERFIELD & SWIRE,

Agents

LONDON AND LANCASHIRE
ROYAL EXCHANGE
PALATINE
ORIENT

Fire Insurance Companies.

Hongkong, 18th August, 1903 [1319—2

NEW ORIENTE HOTEL

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MOST MODERNLY EQUIPPED HOSTELRY IN MANILA, P.I.

HOTEL
Latest and most Sanitary equipment. Electric Lights and Call Bells. Elegantly Furnished Rooms. Coolest Dining Room in Manila.

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Handsomely decorated. Cool and pleasant. Best of attendance. Private dining rooms for parties. Only the best of wines and liquors. Under the direction of Mr. and Mrs. Newirth.

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Under the direction of American mixologist. Anything you want served promptly and pleasantly.

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Thoroughly modern and up-to-date. Brunswick-Balke tables. Expert Markers in attendance.

STABLES.
Fine turnouts for the guests of the hotel. Elegant rubber-tired carriages, fast horses, good coachmen. The New Oriente Hotel is now open for inspection.

SIMON SCHNEER & CO.,
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96] N. INUZUKA, Manager, Hongkong

A. LING & CO.,
FURNITURE STORE.
PLATED, GLASS AND CROCKERY WARE, &c., &c.; and FOOCHOW LACQUERED WARE.
68, QUEEN'S ROAD CENTRAL.
Hongkong, 2 1st September, 1903. [31

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A BOOK FOR THE GLOBETROTTER.
"FROM HONGKONG TO CANTON BY THE PEARL RIVER."
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Hongkong, 4th October, 1903. [28

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Boilers.
Call Flag W.
J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [3394

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THE PROVINCE OF SHANTUNG: ITS TRADE, POPULATION AND FUTURE PROSPECTS.
BY M. O'S.
Reprinted from the "HONGKONG DAILY PRESS." Price, 50 cents Cash, Messrs. Kelly & Walsh or *Daily Press* Office
Hongkong, 31st January, 1900

SHIPPING.

ARRIVALS.

April 11, BEATHBURN, British str., 2,740, Kelley, Moji 6th April, General.—BRADLEY & Co.

April 11, HONGKONG, French str., 742, A. Suzzoni, Haiphong and Hoihow 10th April, General.—A. R. MARTY.

April 11, HUMBER, British storeship, 1,640, John D. Daintree, R.N., Shanghai 7th April.

April 12, BJORN, Norwegian str., 722, A. N. Christensen, Cebu 7th April, Hides.—ORDER.

April 12, BRITISH TRADER, British str., 2,170, R. E. Hutchinson, Barry 25th Feb., Coals.—ADMIRALTY.

April 12, EMPRESS OF INDIA, British str., 3,032, O. P. Marshall, Vancouver 21st March and Shanghai 9th April, Mails and General.—C.-P. R. Co.

April 12, GREGORY APCAR, British str., 2,940, J. G. Olifent, Calcutta *via* Straits 26th March, General.—D. SASSOON & Co., LD.

April 12, HAMBURG, German str., 6,597, E. Burmeister, Shanghai 9th April, General.—MELCHERS & Co.

April 12, HOPSANG, British str., 1,359, J. M. Hay, Saigon 8th April, General.—JARDINE, MATHESON & Co.

April 12, MALACCA, British str., 2,615, A. F. Street, Shanghai 9th April, Mails and General.—P. & O. S. N. Co.

April 12, QUEEN LOUISE, British str., 2,170, Nicoll, Cardiff 19th Feb., Coals.—DODWELL & Co., LD.

April 12, TAISHAN, British steamer, 1,121, J. Jenkins, Saigon 7th April, Rice.—BRADLEY & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
12th April.

Hue, French str., for Kwangchauwan.
Machoon, British str., for London.
Ovid, British str., for Kutchinotzu.
Telemachus, British str., for Saigon.
Triumph, German str., for Swatow.
Tsintau, German str., for Hoihow.

DEPARTURES.

12th April.

ACHILLES, British str., for Shanghai.
AN PHO, British str., for Amoy.
CARL MENZELL, German str., for Tsintau.
EDENDALE, British str., for Saigon.
HAITAN, British str., for Coast Ports.
HUGIN, British str., for Kobe.
ISMAILA, British str., for Kobe.
ITAURA, British str., for Rangoon.
JASON, British str., for Shanghai.
TAISHUN, Chinese str., for Shanghai.
TAKSANG, British str., for Canton.
YUENSANG, British str., for Manila.

VESSELS IN DOCK.

12th April.

ABERDEEN DOCKS.—
KOWLOON DOCKS.—H. I. G. M. S. *Moeve*, *Lin Tan*.
COSMOPOLITAN DOCK.—

VESSELS ON THE BERTH

FOR ILOILO.

THE Steamship

"PRONTO,"

Captain Grandt, will be despatched for the above port on SUNDAY, the 17th inst., at DAYLIGHT.

For Freight, apply to
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 11th April, 1904. [986

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN,"

Captain Le Coispellier, will be despatched for the above ports on or about MONDAY, the 18th instant.

For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 12th April, 1904. [2

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX;
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 19th April, 1904, at 1 P.M., the Company's Steamship "SALAZIE," Captain Negre, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES *via* Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till NOON only on Monday, the 18th April. Specie and Parcels received until 4 P.M. on the same day. No Cargo will be received on board on Tuesday.

Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 8th April, 1904. 2]

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897. [8

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during the stay in Hongkong Harbour.

ARROW, British 4-m. barque, McDonald—Standard Oil Co.
LYNDHURST, British 4-m. barque, Parnell—Standard Oil Co.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAMES	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c	MALACCA	Brit. str.	A. F. Street	P. & O. S. N. Co.	To-day, at Noon.
LONDON, &c., VIA PORTS OF CALL	BENGAL	Brit. str.	G. Philipps	P. & O. S. N. Co.	23rd inst., at Noon.
LONDON & ANTWERP	TELEMACHUS	Brit. str.		BUTTERFIELD & SWIRE	26th inst.
LONDON & ANTWERP	ANTENOR	Brit. str.		BUTTERFIELD & SWIRE	10th May.
MARSEILLES, &c., VIA PORTS OF CALL	SALAZIE	Fren.str.	Negre	MESSAGERIES MARITIMES	19th inst., at 1 P.M.
BREMEN, VIA PORTS OF CALL	HAMBURG	Ger. str.	Burmeister	MELCHERS & Co.	To-day, at Noon.
HAMBURG	BRISGAVIA	Ger. str.	Schulke	HAMBURG-AMERIKA LINIE	14th inst.
HAVRE & HAMBURG	SUEVIA	Ger. str	Dohren	HAMBURG-AMERIKA LINIE	25th inst.
HAVRE & HAMBURG	ARTEMISIA	Ger. str.	Gronmeyer	HAMBURG-AMERIKA LINIE	8th May.
HAVRE & HAMBURG	MARBURG	Ger. str.	Stern	HAMBURG-AMERIKA LINIE	17th May.
HAVRE & HAMBURG	STRASSBURG	Brit. str.	Madsen	HAMBURG-AMERIKA LINIE	31st May.
HAVRE & HAMBURG	SEGOVIA	Ger. str.	Forck	HAMBURG-AMERIKA LINIE	14th June.
TRIESTE, &c., VIA SINGAPORE, &c.	TRIESTE	Aus. str.	Mecozzi	SANDER, WIELER & CO.	20th inst., P.M.
GENOA, MARSEILLES & LIVERPOOL	IDOMENEUS	Brit. str.		BUTTERFIELD & SWIRE	To-morrow.
GENOA, MARSEILLES & LIVERPOOL	ACHILLES	Brit. str.		BUTTERFIELD & SWIRE	20th May.
NEW YORK, VIA PORTS & SUEZ CANAL	SHIMOSA	Brit. str.		DODWELL & CO., LD.	About early May.
VANCOUVER, VIA SHANGHAI, &c.	E. OF INDIA	Brit. str.		CANADIAN PACIFIC R. Co.	20th inst.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.		CANADIAN PACIFIC R. Co.	27th inst.
VICTORIA (B.C.) & TACOMA VIA JAPAN	LYRA	Brit. str.	G. V. Williams	DODWELL & CO., LIMITED	4th May.
VICTORIA (B.C.) & SEATTLE VIA N'SAKI, &c.	HYSON	Brit. str.		BUTTERFIELD & SWIRE	19th inst.
PORTLAND, OREGON	NICOMEDIA	Brit. str.	A. Wagner	PORTLAND & ASIATIC Co	To-morrow.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.		BUTTERFIELD & SWIRE	23rd inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	MANILA	Brit. str.	H.G.H. Lewellin	P. & O. S. N. Co.	About 15th inst.
KOBE	TSINAN	Brit. str.		BUTTERFIELD & SWIRE	19th inst., at 4 P.M.
SHANGHAI	ANHUI	Brit. str.		BUTTERFIELD & SWIRE	To-morrow, 4 P.M.
SHANGHAI	WOOSUNG	Brit. str.		BUTTERFIELD & SWIRE	15th inst.
SHANGHAI, KOBE & YOKOHAMA	POLYNESIEN	Fren.str.	Le Coispellier	MESSAGERIES MARITIMES	About 18th inst.
SHANGHAI	CHUSAN	Brit. str.	W. B. Palmer	P. & O. S. N. Co.	About 24th inst.
FOOCHOW, VIA SWATOW & AMOY	TRIUMPH	Jap. str.	A. Hansen	OSAKA SHOSEN KAISHA	To-day, at 10 A.M.
TAMSUI, VIA SWATOW & AMOY	M. STRUVE	Jap. str.	T. Brandt	OSAKA SHOSEN KAISHA	17th inst., 10 A.M.
TAMSUI, VIA SWATOW & AMOY	FRITHJOF	Jap. str.	H. A. Haraldsen	OSAKA SHOSEN KAISHA	24th inst., 10 A.M.
ANPING, VIA SWATOW & AMOY	TRITOS	Jap. str.	H. Kraft	OSAKA SHOSEN KAISHA	20th inst., 10 A.M.
SWATOW, TSINGTAO & TIENTSIN	KANSU	Brit. str.		BUTTERFIELD & SWIRE	18th inst.
MANILA	SUNGKIANG	Brit. str.		BUTTERFIELD & SWIRE	15th inst., Noon.
MANILA DIRECT	RUBI	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	16th inst., 10 A.M.
MANILA DIRECT	ZAFIRO	Brit. str.	R. Rodger	SHEWAN, TOMES & CO.	23rd inst., 10 A.M.
MANILA	SHAWMUT	Brit. str.	W. M. Smith	DODWELL & CO., LD.	About 30th inst.
ILOILO	PRONTO	Ger. str.	Grandt	HAMBURG-AMERIKA LINIE	27th inst., D'light.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR
FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE,"

Captain Mecozzi, will be despatched as above on WEDNESDAY, the 20th April, P.M.

For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Princes' Building.

Hongkong, 29th March, 1904. [3

REGULAR
STEAMSHIP SERVICE TO NEW YORK,
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

1904.	About
"SHIMOSA"	early May.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.

Hongkong, 5th April, 1904. [877

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"
Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 A.M.; on Excursion Sundays, at 8.30 A.M.: from Macao week days at about 2 P.M. and Sundays about 7.30 P.M.

FARE—(week days) 1st Class (including cabin and servant), $3. Return Ticket $5.
2nd Class $1. 3rd Class 50 cents.

On Excursion Sundays 1st, 2nd, and 3rd Class Single Ticket $2. Return Ticket $3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel $5. On Sundays $5 extra will be charged for each Cabin which has accommodation for two or more Passengers.

Wharf at the Western end of Wing Lok Street.

The Steamer runs an Excursion Trip Every Sunday, and takes only 3½ hours to reach Macao.

MING ON & CO.,
2nd Floor, 16, Victoria Street.

Hongkong 8th September, 1903.

HONGKONG-CANTON LINE.

THE British steamship

"YING KING,"

Captain Ramsey, of 1088 tons, Registered, is the newest, fastest, and most luxuriously furnished steamer on the line and is lighted throughout with electricity; hot and cold water service. The cuisine is unexcelled.

Leaving Hongkong every MONDAY, WEDNESDAY and FRIDAY EVENING, at 9 P.M. and returning from Canton every following evening at 5 P.M.

1st Class	$3.00	for Single journey
2nd "	1.50	" "
Meals	1.00	each.

The steamer's wharf is at the Western end of Wing Lok Street.

YUK ON S.S. CO., LD.
No. 216, Wing Lok Street.

Hongkong, 27th February, 1904. [577

MESSAGERIES CANTONNAISES.

J. TREVOUX & CO.
HONGKONG-CANTON NIGHTLY SERVICE.

THE Commodious Steamer

"PAUL BEAU,"

Captain Frangeul, leaves Hongkong for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS, returning to Hongkong the following days, leaving Canton at 5 P.M., taking passengers and cargo as usual.

The S.S. "CHARLES HARDOUIN," Captain Noel, leaves Hongkong on MONDAYS, WEDNESDAYS and FRIDAYS, at the usual hour.

These two magnificent and up-to-date steamers are lighted with Electricity.

The Saloon is under European Supervision.

First Class European	$8.00
Second Class European	$3.00
First Class Chinese	$1.50
Second Class Chinese	80
Deck	30

The Company's Wharf is at the end of Queen Street, Praya West.

For further particulars, apply to
J. LANDOLT, Agent,
The Pharmacy, Queen's Road Central.

Hongkong, 23rd March, 1904. [420

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila direct.	Sat., 16th April, 10 A.M.
ZAFIRO	2540	R. Rodger	Manila direct.	Sat., 23rd April, 10 A.M.
PERLA	1980	A. H. Nottley		

For Freight or Passage apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 11th April, 1904. 116

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG S'HAI *via* INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NICOMEDIA"	4,371	A. Wagner	April 14, 1904
"ARABIA"	4,483		
"ARAGONIA"	5,198		
"NUMANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904. 114

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPRESS OF INDIA"	6,000 Tons	WEDNESDAY, 20th April.
R.M.S. "ATHENIAN"	3,882 Tons	WEDNESDAY, 27th April.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 11th May.
R.M.S. "TARTAR"	4,425 Tons	SATURDAY, 21st May.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons	WEDNESDAY, 1st June.

Hongkong to London 1st Class ..... via St. Lawrence £60 via New York £62.
" " Intermediate on Steamers, and 1st Class Rail ..... " £40. " " £42.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS passing through the famous INLAND SEA of JAPAN, usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
9, Pedder Street.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	MALACCA, A. F. Street	Noon, 13th April	Freight and Passage.
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	MANILA, H.G.H. Lewellin, E.N.E.	About 15th April	Freight and Passage.
LONDON, &c.	BENGAL, G. Philipps	Noon, 23rd April	*See Special Advertisement.*
SHANGHAI	CHUSAN, W. B. Palmer, E.N.E.	About 24th April	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 13th April, 1904. [1

OSAKA SHOSEN KAISHA.

REGULAR STEAM-SHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
FOOCHOW, VIA SWATOW AND AMOY	"TRIUMPH" A. HANSEN	WEDNESDAY, 13th April, at 10 A.M.
TAMSUI, VIA SWATOW AND AMOY	"M. STRUVE" T. BRANDT	SUNDAY, 17th April, at 10 A.M.
ANPING, VIA SWATOW AND AMOY	"TRITOS" H. KRAFT	WEDNESDAY, 20th April, at 10 A.M.
TAMSUI, VIA SWATOW AND AMOY	"FRITHJOF" H. A. HARALDSEN	SUNDAY, 24th April, at 10 A.M.

On account of the present state of political affairs, all the Company's new steamers have been requisitioned for transport service, and the above-named chartered steamers have been secured instead for maintenance of the Company's coastal services. As soon as the state of affairs permit, the Company will resume running with its specially designed new steamers.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 8, Des Voeux Road Central.

Hongkong, 12th April, 1904. T. ARIMA, Manager [15

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
BRISGAVIA, Capt. Schülke	HAMBURG (Calling at Singapore and Colombo)	On 14th April.	Freight.
SUEVIA, Capt. von Döhren	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 25th April.	Freight.
ARTEMISIA, Capt. Gronmeyer	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 8th May.	Freight.
MARBURG, Capt. Stern	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 17th May.	Freight.
STRASSBURG, Capt. Madsen	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 31st May.	Freight & Passengers.
SEGOVIA, Capt. Förck	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th June.	Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE.
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

13

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS: ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.		SAILING DATES. 1904
* HAMBURG	WEDNESDAY	13th April
PRINZ HEINRICH	WEDNESDAY	27th April
BAYERN	WEDNESDAY	25th May
OLDENBURG		
SACHSEN	WEDNESDAY	8th June
ZIETEN	WEDNESDAY	22nd June
SEYDLITZ	WEDNESDAY	6th July
ROON	WEDNESDAY	20th July
PREUSSEN	WEDNESDAY	3rd August
PRINZ REGENT LUITPOLD	WEDNESDAY	17th August
PRINZ HEINRICH	WEDNESDAY	31st August
GNEISENAU	WEDNESDAY	14th September
BAYERN	WEDNESDAY	28th September
SACHSEN	WEDNESDAY	12th October
ZIETEN	WEDNESDAY	26th October
PRINZESS ALICE	WEDNESDAY	9th November
PRINZ REGENT LUITPOLD	WEDNESDAY	23rd November
PREUSSEN	WEDNESDAY	7th December
PRINZ EITEL FRIEDRICH	WEDNESDAY	21st December
PRINZ HEINRICH	WEDNESDAY	4th January 1905

Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 13th day of APRIL, 1904, at NOON, the Steamship "HAMBURG," of the HAMBURG-AMERIKA LINIE, Captain Burmeister, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 11th April. Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 12th April, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 12th April.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 30th March, 1904. [5

NORTHERN PACIFIC LINE.

NORTHERN PACIFIC S. CO. BOSTON S. CO. BOSTON TOWBOAT CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
‡ LYRA	4,417	G. V. Williams	Wednesday, May 4th
SHAWMUT	9,606	W. M. Smith	Saturday, May 21st

* Not carrying second class passengers. ‡ Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. SHAWMUT	9,606 tons.	W. M. Smith	About 30th April,

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" have just been fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS.
Hongkong, 20th March, 1904. [7

OCEAN STEAM SHIP CO., LD.
AND
CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"HYSON".....	On 17th April.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 24th April.
GLASGOW and LIVERPOOL...	"DEUCALION".....	On 1st May.
GLASGOW and LIVERPOOL...	"ULYSSES"	On 7th May.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 13th May.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON and ANTWERP.....	"MACHAON".....	On 12th April.
* GENOA, MARSEILLES and LIVERPOOL	"IDOMENEUS".....	On 14th April.
LONDON and ANTWERP.....	"TELEMACHUS".....	On 26th April.
LONDON and ANTWERP.....	"ANTENOR"	On 10th May.
* GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 20th May.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 19th April.

The s.s. "ANHUI" left Port Darwin on the 30th inst., for Manila and Hongkong.

For Freight, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 5th April, 1904. [10-11

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	* † "ANHUI"	On 14th April, 4 P.M.
SHANGHAI	† "WOOSUNG"	On 15th April.
MANILA	* "SUNGKIANG" ...	On 15th April, Noon.
SWATOW, TSINGTAO and TIENTSIN	"KANSU".....	On 18th April.
KOBE	* "TSINAN"	On 19th April, 4 P.M.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* ‡ "TAIYUAN".....	On 23rd April.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtsze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN TO MANILA AND AUSTRALIAN PORTS (See Special Advertisement).

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th April, 1904. [12

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BENGAL,"

Captain G. Philipps, carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 23rd APRIL, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *via* Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 12th April, 1904. [1

FOR CANTON.

THE newand fast Twin-Screw Steamer

"SAN CHEUNG,"

951 Tons, Captain A. Murphy, will leave for Canton at 8.30 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, $3 each way. Second-class, $1.50 each way. Meals, $1 each.

Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LD.,
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904 [72

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	$10.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA...	0.60
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Cruise of H.M.S. *Terrible*)	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	2.50
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ENGLISH AND CHINESE DICTIONARY: 4 Vols....	20.00
PROVINCE OF SHANTUNG: Its Trade, Population and Prospects ...	0.50
MAP OF WEST RIVER ..., ...	0.25

THE NEW FRENCH REMEDY

TRADE THERAPION MARK

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of the blood, scurvy, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3 for nervous exhaustion, impaired vitality, sleeplessness, and all the distressing consequences of early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigor to the debilitated.

THERAPION is sold by the principal Chemists and Merchants throughout the world. Price in England 2/9 & 4/6. In ordering, state which of the three numbers is required, and observe above Trade Mark, which is a facsimile of word "THERAPION" as it appears on the British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & CO., LIMITED
Hongkong, China, and Manila. [2613

DON'T COUGH.
DON'T COUGH.
DON'T COUGH.

There is absolutely no remedy so speedy and effectual. One Lozenge alone gives relief. Sure in action, and can be taken by the most delicate.

KEATING'S LOZENGES
KEATING'S LOZENGES
KEATING'S LOZENGES

If you cannot sleep for coughing, one KEATING'S LOZENGE will set you right. They at once check the cough and remove the cause.

EASILY CURE
EASILY CURE
EASILY CURE

KEATING'S COUGH LOZENGES, the unrivalled remedy for COUGHS, HOARSENESS, and THROAT TROUBLES, are sold everywhere in bottles by all chemists.

THE WORST COUGH.
THE WORST COUGH.
THE WORST COUGH.

[2697

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER
From HONGKONG to WUCHOWFU,
Showing the Ports and Calling Places Opened to Foreign Trade, 1897.
Published at *Daily Press* Office.
Price 25 Cents, Cash.

Hongkong, 1st April, 1897

NOTICES TO CONSIGNEES

BOSTON TOWBOAT COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "LYRA,"
FROM TACOMA, SEATTLE, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LD.,
Agents.

Hongkong, 5th April, 1904. [7

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This Vessel brings on Cargo:—

From London, &c., ex s.s. *Himalaya* and *Somali*.

From Calcutta, ex s.s. *Syria*.

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M., TO-DAY, the 8th inst.

Goods not cleared by the 14th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, 8th April, 1904. [1

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"JASON,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 18th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th inst., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 23rd inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 9th April, 1904. [10-11

OCEAN STEAMSHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"ACHILLES,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th inst.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 2 P.M., on the 18th inst.

No Claims will be admitted after the Goods have left the steamer's Godown and all Goods remaining undelivered after the 18th inst., will be subject to rent

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th April, 1904. [10-11

BUDWEISER BEER

EXTRA PALE LAGER IN CLEAR BOTTLES, OF UNIVERSAL POPULARITY.

ANHEUSER BUSCH BREWING ASSOCIATION, ST. LOUIS.

THE LARGEST BREWERY IN THE WORLD. LEADS IN QUALITY AND QUANTITY

This Beer is brewed of best Saazer Hops and finest Barley Malt only, and warranted not to contain Chemicals in any form.

The Beer is sterilised after being bottled, and full mature age insures its fine condition in any climate. Beautifully bright, seductively sparkling, and perfectly pure.

F. BLACKHEAD & CO.,
Sole Agents.

Hongkong, 25th July 1903. 54

PRINTING OF ALL KINDS at the *most moderate prices at*
THE "DAILY PRESS" OFFICE
All proofs are read and all work superintended by Englishmen. Always equal and generally superior to that done anywhere else. *Estimates given*

NOW READY.

THE DIRECTORY AND CHRONICLE FOR CHINA JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.,
WITH WHICH ARE INCORPORATED
THE CHINA DIRECTORY
AND
THE HONGKONG DIRECTORY
AND HONG LIST FOR THE FAR EAST
FOR
1904.

THE FORTY-SECOND ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony, Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

The Directories and Descriptions are of

CHINA

Peking	Nanking	Swatow
Tientsin	Wuhu	Canton
Peitaiho	Kewkiang	Whampoa
Taku	Hankow	Kowloon
Newchwang	Yochow	Lappa
Dalny	Shansi	Samshui
Port Arthur	Ichang	Wuchowfu
Chefoo	Chungking	Kwangchauwan
Weihaiwei	Hangchow	Pakhoi
Liukungtau	Ningpo	Hoihow
Kiaochau	Wenchow	Lungchow
Shanghai	Santu	Mengtze
Foochow	Foochow	Hokow
Chinkiang	Amoy	Szemao

JAPAN

Tokyo	Osaka	Keelung
Yokohama	Mojí	Tainanfu
Hyogo	Nagasaki	Takow
Kobe	Hakodate	Anping
Shimonoseki	Tamsui	

EASTERN SIBERIA

Vladivostock	Nicolajewsk

COREA

Seoul	Wonsan	Mokpoo
Chemulpo	Fusan	Chinnampo
Kun San	Pingyang	Songchin
	Masampo.	

HONGKONG AND ITS DEPENDENCIES

MACAO

FRENCH INDO-CHINA

Hanoi	Annam	Tourane
Haiphong	Hue	Saigon
Tonkin Provinces	Quinhon	Cambodge

PHILIPPINES

Manila	Iloilo	Cebu

BORNEO

Sarawak	Labuan	British N. Borneo

BANGKOK

STRAITS SETTLEMENTS

Singapore, Penang, Malacca, Prov. Wellesley

MALAY STATES

Johore	Sungei Ujong	Selangor
Pahang	Jelebu	Perak

NETHERLANDS INDIA

Batavia	Samarang	Padang
Buitenzorg	Sourabaia	Macassar

East Coast of Sumatra

NAVAL SQUADRONS

British	German	Russian
French	Japanese	United States

OFFICERS OF COAST AND RIVER STEAMER.

The Book is printed from New Type specially reserved for the purpose, and uniformity in every arrangement now greatly facilitates reference.

The ALPHABETICAL LIST of RESIDENTS contains the names of over 20,000 FOREIGNERS, carefully arranged, with the Initials as well at the Surnames in strictly Alphabetical Order, so that any name can be found instantly.

The PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA are arranged in a special separate list.

THE MAPS AND PLANS have been engraved by one of the most eminent Firms in Great Britain and are corrected and brought up to date. They consist this year of fourteen of the following:—

COLORED PLATE OF FLAGS OF FOREIGN HONGS
MAP OF THE FAR EAST
PLAN OF YOKOHAMA
PLAN OF KOBE AND HYOGO
PLAN OF FOREIGN SETTLEMENTS, TIENTSIN
PLAN OF TSINGTAU (KIAOCHAU)
NEW PLAN OF DALNY
PLAN OF FOREIGN CONCESSION, SHANGHAI
PLAN OF HONGKEW (SHANGHAI) with Inset Showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
PLAN OF PEAK DISTRICT, VICTORIA
PLAN OF KOWLOON
NEW PLAN OF MANILA
PLAN OF SINGAPORE
PLAN OF PENANG
PLAN OF BATAVIA

The CHRONICLE covers the notable events of the last half century in the Far East together with the Texts of all the most important Treaties concluded with the countries of Eastern Asia, the various Customs Tariffs, Trade Regulations, Chambers of Commerce, Scales of Commissions, Consular and Court Fees, Hongkong Stamp Duties, Postal Guide, Signal Codes, Chinese Festivals, Tables of Money Weights, and Measures, and other Commercial Information including:—

TREATIES WITH CHINA

Great Britain:—Nanking, 1842 Tientsin, 1858; Tariff Agreement and Rules, 1858; Convention, 1860; Rules for Joint Investigation of Customs Seizures, 1869; Chefoo, 1876, with Additional Article; Opium Convention, 1886; Chungking Convention, 1891; Thibet Sikkim Convention, 1890; Burmah Convention 1897; Kowloon Extension, 1898 Weihaiwei 1898; Convention, Commercial, Shanghai, 1902.

France:—Tientsin, 1858; Convention, 1860; Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations.

United States:—Tientsin, 1858; Additional 1868; Peking, 1880; Immigration, 1894; Commercial, 1903.

Germany:—Tientsin, 1861; Peking, 1880; Kiaochau Convention, 1898; Railway and Mining Concession, 1898.

Japan:—Shimonoseki. 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports, 1896. Supplementary Commercial 1903.

Russia:—St. Petersburg, 1881; Russian Land Trade, 1881; Port Arthur and Talienwan Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Duties Convention 1895 Russia, Agreements as to Corea; United States Extradition Treaty, 1886; Great Britain (Alliance) 1902

TREATIES WITH COREA

Japan, 1876; Japan Supplementary, 1876 United States, 1882; Great Britain, 1895. Trade Regulations

TREATIES WITH SIAM

Great Britain, 1856; France, 1893; Japan, 1893 Russia, 1899.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention 1899.

Great Britain and Siam, 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

China, Japan, Siam, Corea.

LEGAL DOCUMENTS

Orders in Council for Government of H.B.M.'s Subjects in China and Corea, 1865, 1877, 1878; 1881, 1884, 1884, 1886, 1886, Rules of H.M.B.'s Supreme and other Courts in China, &c.; Tables of Court and Consular Fees; Charter of the Colony of Hongkong, Malay States Federation Agreement; Table of Hongkong Court Fees; Admiralty Rules, Foreign Jurisdiction Act; Regulations for the Consular Courts of United States; United States Consular and Courts Fees; Rules of Court of Consuls of Shanghai Regulations for Foreign Companies in Japan Chinese Passenger Act; Hongkong Licences, Trade Marks, and Letters Patent Fees; Port Regulations for China; New Harbour Regulations for Japan, &c.

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Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. O. De Brock, Hongkong
Albion, battleship, 12,950 tons, 16 guns, Capt. Fremantle, cruising
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Hongkong
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., cruising
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, *en route* Singapore
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. C. O. M. Makins, Yangtsze
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Yangtsze
Centurion, battleship, 10,500 tons, Capt. Fegen, cruising
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, cruising
Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, Singapore
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, *en route* South
Fame, torpedo-boat destroyer, 360 tons, 6 guns, 5,700 h.p., Lieut.-Comdr. C. Asser, at Hongkong
Fearless, gunboat, 443 tons, 12 guns, Comdr. Vaughan Lewes, Weihaiwei
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, cruising
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve
Humber, storeship, 1,640 tons, Comdr. John D. Daintree, Hongkong
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. J. A. Gregory
Kinsha, river gunboat, 331 tons, Lieut.-Comdr. Christopher P. Metcalf, on Yangtsze
Leviathan, cruiser, 14,100 tons, Capt. Hon. W. G. Stopford, Weihaiwei
Moorhen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River
Ocean, battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain R. F. O. Foote, C.M.G., cruising
Otter, torpedo-boat destroyer, 350 tons, in reserve
Phœnix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. J. Nicholas, Shanghai
Rambler, surveying-ship, 583 tons, Comdr. Chas. E. Monro, Hongkong
Rinaldo, sloop, 980 tons, 6 guns, Comdr. D. St. Aubyn Wake, Hongkong
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Vaughan, West River
Rosario, sloop, 980 tons, 6 guns, 11,400 h.p., Comdr. Thos. Jackson Yangtsze
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. L. W. Jones, West River
Sirius, 2nd class cruiser, 3,600 tons, Capt. C. H. H. Moore, cruising
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtsze
Sparrowhawk, torpedo-boat destroyer, 360 h.p., Lieut.-Comdr. Codrington, Hongkong
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in Reserve
Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, *en route* Singapore
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore C. G. Dicken, at Hongkong
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. E. F. R. Dugmore, on Yangtsze
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Shanghai
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., on Yangtsze

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POST OFFICE NOTICES.

Until further notice the transmission of correspondence via Dalny and the Trans-Siberian Railway is discontinued.

The *Polynesien*, with the French mail of 18th ult., left Singapore on Monday, the 11th inst., at 4 p.m., and may be expected here on Monday, the 18th inst. This packet brings replies to letters despatched from Hongkong on 13th February.

The *Siberia*, with the American mail, left Yokohama on Monday, the 11th inst., and may be expected here on or about the 19th inst.

MAILS WILL CLOSE

FOR	PER	DATE.
Canton	*Honam*	Wednesday, 13th, 7.30 A.M.
Singapore, Penang, and Colombo	*Malacca*	Wednesday, 13th, 10.00 A.M.
Saigon	*Telemachus*	Wednesday, 13th, 9.00 A.M.
Swatow, Amoy and Foochow	*Triumph*	Wednesday, 13th, 9.00 A.M.
Quang Chow, Hoihow, Pakhoi & Haiphong	*Hue*	Wednesday, 13th, 9.00 A.M.
Singapore, Penang and Bombay	*Capri*	Wednesday, 13th, 10.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents) (Letters posted in the Peak Pillar Boxes in time for the first clearance will be included in this contract mail)	*Hamburg*	Wednesday, 13th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.
Macao	*Heungshan*	Wednesday, 13th, 1.15 P.M.
Kudat and Sandakan	*Mausang*	Wednesday, 13th, 2.00 P.M.
Singapore, Penang and Calcutta	*Kumsang*	Wednesday, 13th, 2.00 P.M.
Bangkok	*Ecin*	Wednesday, 13th, 3.00 P.M.
Swatow, Chinkiang and Haukow	*Dagmar*	Wednesday, 13th, 4.00 P.M.
Singapore and Colombo	*Brisgovia*	Wednesday, 13th, 5.00 P.M.
Namtao	*Tai Chun*	Wednesday, 13th, 5.00 P.M.
Sanbue	*Hoi Fu*	Wednesday, 13th, 5.00 P.M.
Macao	*Wingchai*	Wednesday, 13th, 5.00 P.M.
Canton	*Kinshan*	Wednesday, 13th, 5.00 P.M.
Canton	*Powan*	Thursday, 14th, 7.30 A.M.
Hoihow and Haiphong	*Hongkong*	Thursday, 14th, 9.00 A.M.
Moji, Kobe, Yokohama and Portland, Oregon	*Nicomedia*	Thursday, 14th, 11.00 A.M.
Kobe	*Goodwin*	Thursday, 14th, 3.00 P.M.
Shanghai	*Anhui*	Thursday, 14th, 3.00 P.M.
Canton	*Fatshan*	Thursday, 14th, 5.00 P.M.
Canton	*Kinshan*	Friday, 15th, 7.30 A.M.
Manila	*Sungkiang*	Friday, 15th, 11.00 A.M.
Shanghai	*Woosung*	Friday, 15th, 3.00 P.M.
Canton	*Haukow*	Friday, 15th, 5.00 P.M.
Canton	*Fatshan*	Saturday, 16th, 7.30 A.M.
Kobe	*Edendale*	Saturday, 16th, 10.00 A.M.
Manila	*Rubi*	Saturday, 16th, 9.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	*Doric*	Saturday, 16th, Printed Matter and Samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.

TO-DAY.

Leavit's Troubadours, City Hall, 9 p.m.
Sale, Household Furniture, Sales Rooms, Messrs. Hughes & Hough, 11 a.m.

TO-MORROW.

Sale, Coal, Marine Lot No. 50, Mong-kok-tsui, Messrs. Hughes & Hough, 3 p.m.
Ball, City Hall, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.
12th April.

ON LONDON.—
Telegraphic Transfer 1/8⅝
Bank Bills, on demand 1/8 13/16
Bank Bills, at 30 days' sight 1/8⅞
Bank Bills, at 4 months' sight 1/8 13/16
Credits, at 4 months' sight 1/9 1/16
Documentary Bills, 4 months' sight 1/9 1/16

ON PARIS.—
Bank Bills, on demand 216
Credits, at 4 months' sight 220½

ON GERMANY.—
On demand 176½

ON NEW YORK.—
Bank Bills, on demand 42
Credits, 60 days' sight 42¾

ON BOMBAY.—
Telegraphic Transfer 128½
Bank, on demand 128½

ON CALCUTTA.—
Telegraphic Transfer 128½
Bank, on demand 128½

ON SHANGHAI.—
Bank, at sight 73
Private, 30 days' sight 73¼

ON YOKOHAMA.—On demand 85
ON MANILA.—On demand Nominal.
ON SINGAPORE.—On demand Nominal.
ON BATAVIA.—On demand 103¾
ON HAIPHONG.—On demand 1½ p.c. pm.
ON SAIGON.—On demand 1 p.c. pm.
ON BANGKOK.—On demand 63
SOVEREIGNS, Bank's Buying Rate $11.50
GOLD LEAF, 100 fine, per tael $ 60.40
BAR SILVER, per oz. 24⅞

OPIUM.
11th April.

Quotations are:—		Allow'ce net. to 1 catty.	
Malwa New	$1000	to $1040	per picul
Malwa Old	$1060	to $1100	"
Malwa Older	$1120	to $1160	"
Malwa V. Old	$1180	to $1220	"
Persian fine quality	$890	to —	"
Persian extra fine	$900	to —	"
Patna New	$1355	to —	per chest.
Patna Old	—	to —	"
Benares New	$1345	to —	"
Banares Old	—	to —	"

VESSELS EXPECTED.

THE INDIAN MAIL.

The Indo-China steamer *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 11th inst., at 5 p.m.

THE FRENCH MAIL.

The M.M. steamer *Polynesien* left Singapore for this port on the 11th inst., at 4 p.m., *via* Saigon.

THE AMERICAN MAIL.

The P.M. steamer *Siberia*, from San Francisco to the 23rd ult., *via* Honolulu, left Yokohama for this port *via* Inland Sea, &c., on the 11th inst., due here about the 19th inst.

COASTING STEAMERS.

The steamer *Sutsuma* left Singapore for this port *via* Manila on the 2nd inst.

The C.N. steamer *Tsinan*, from Australian ports, left Manila on the 11th inst., at 6 p.m., and is expected here on the 14th inst., a.m.

The P. & A. steamer *Indravelli* left Yokohama on the 4th inst., and is due here on 14th inst.

The N.Y.K. chartered steamer *Kelvin*, from London, &c., left Singapore for this port on the 8th inst., at 1 p.m., and is expected here on the 15th inst., at 5 p.m. This steamer brings cargo originally intended for *Sado Maru*.

The C.O. steamer *Clavering* arrived at Kobe on the 5th inst., and is due here on the 16th inst.

The P. & O. steamer *Manila* left Singapore for this port on the 12th inst., at 6 a.m.

The P. & A. steamer *Empire*, from Sydney, &c., left Port Darwin on the 12th inst. for this ports *via* Timor and Manila.

The O.S.S. & C.M. steamer *Pingsuey* left Victoria (B.C.) on the 24th ult. for Japan and Hongkong.

The C.P.R. steamer *Tartar* left Vancouver for Hongkong *via* the usual ports of call on the 31st ult.

The Boston Steamship Co.'s steamer *Shawmut* left Victoria for Yokohama and the usual ports on the 1st inst.

The O.S.S. & C.M. steamer *Agamemnon* should leave Victoria (B.C.) for Japan and Hongkong on the 21st inst.

STEAMERS PASSED THE CANAL.

Mar. 1st—*Caithness, Plitvice*. 8th—*Jeserie, Silh*, 11th—*Louis Trader, Marquis Bacquehem, Arabia*, 15th—*Armenia, Glenshiel, Meridian, St. Kilda, Kelvin, Maria, Standard*. 18th—*Alesial, Alcinous, Breizhuel, Voronej*. 22nd—*Odenburg, Hyson, Manila, Dornoch, Orange, Ness, Thyra*. 25th—*Arragon, Strassburg, Palma, Solveig*. 29th—*Aragonia, Macduff, Angus, Radnorshire, C. Ferd. Laeisz, Benmohr, Simoom*. April 5th—*Pera, Moyune, Bayern, Deucalion, Theodorville, Ella, Keemun, Sagami, Gerd*. 8th—*Oanfa, Ernest Simons, Tilania, Gisela, Verona, Roon, Ulysses, Segovia, Algoma, Plantmars*.

ARRIVALS AT HOME.

April 5th—*Seydlitz, Toidor, Hudson, Kintuck*. 8th—*Australien*. 9th—*Palermo*.

PASSENGERS.

ARRIVED.

Per *Malacca*, from Shanghai for London, Mrs. Cubitt, three children and amah, Mrs. J. Mossops, Mrs. Tours, two children, and amah, Mrs. Berner, Misses M. M. Clarke and M. E. Clarke, Master R. A. Brand and Mr. L. M. C. Wedemeyer; for Hongkong, Messrs. W. J. Clarke and W. A. Railton.

Per *Hamburg*, from Shanghai for Hongkong, Mr. and Mrs. Betts and family, Mr. and Mrs. Sharpe, Mr. and Mrs. Collbrau, Mr. and Mrs. Baur and family and Mr. and Mrs. Smith, Mrs. Voigt, Liegfolat, Southcott, Miss Blumenfold, Messrs. Sudgens, Hasche, Albertson and Goecke, Mr. and Mrs. Mandl, Mrs. Turner, Miss Berringer, Messrs. Figge, Olcott, Heckscher, de Souza, Kirchhoff, Wood, Kakajeewalla, C. Rath, and Gilson; from Nagasaki, Mr. and Mrs. Wilson, Mrs. Bruneo and child, Mrs. Merconloff, Misses M. Morin and Bollmann, Mrs. Tamura, Messrs. Maitland, Kofod, Tossensehn, and Tokumaza; from Kobe, Capt. Wolff, Messrs. Czarnocki, Tilmann, Reppich, Bartling, Schlaffke, Nagott, Grumvald, Alexander, Briggs, and Rigbby; from Yokohama, Mr. and Mrs. Oyama, Messrs. Foshioka and Watanabe.

Per *Empress of India*, from Vancouver, Capt. Folger, Lieut. J. A. Edgell, Dr. W. F. Dunlop, Messrs. J. D. Wainwright, G. M. Medhurst, P. McFarlane, and A. S. Piers; from Kobe, Mr. J. G. Hamilton; from Nagasaki, Mr. J. Harvie; from Shanghai, Mr. and Mrs. M. M. Pins, Messrs. J. R. Twentyman and H. R. Macaulay.

Per *Rubi*, from Manila, Mrs. Trinidad Ayala, Mr. and Mrs. Alex. Macleod, Misses Mercedes and Mary Macleod, Masters Alex. and J. Macleod, Mr. and Mrs. Gunn and child, Mr. and Mrs. Geo. W. Gilbert, Mr. and Mrs. Thomas, Mr. and Mrs. Watson, Mrs. Francisco Reyes and child, Mrs. Rafel Reyes, Mrs. Kingcome, Majors Adams and Dodds, Revs. J. R. Chonza and Sanchez, Misses Lucia de Jose, Anna Dunlap, Pannill, J. Lastre, Margarita Zoble, T. B. Brustgruen, and M. Vicuna, Messrs. P. P. Roxas, Jr., Deogracias Conchu, Rucker, F. Gaston, J. P. Hanch, Felix Hedde, F. A. Hollobaugh, C. H. Fullaway, K. A. Husain, H. R. Lutz, Sharp, J. Flameno, W. C. Parker, Harry Hanford, T. Moss, Claro V. Ruiz, Adams, J. O. Bakkew, Jno. T. Knowles, H. B. Holmes, Geo. R. Summers, M. Martin, Kunzli, A. Stricker, Cameron, U. Hungkain and children, Trinidad Jurado, G. Gozalbes, Uphington, and A. W. Hastings, Mrs. M. de la Cruz, Messrs. Leon Santos, Juan Padrigo, and Thos. J. Corberry.

Per *Gregory Apcar*, from Calcutta, &c., Mr. and Mrs. E. G. Mardon, Rev. and Mrs. C. B. Newton, Lieut.-Col. G. F. Rawcroft, Miss A. B. Jones, Miss Pratt, Misses Fullerton, Misses Avetoom, Messrs. C. T. Avetoom, A. Moos, E. Furse, and Polglase.

JOINT STOCK SHARES.

Hongkong, 12th April.

COMPANY	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shai...	$125	$640, sellers L'don £63.
Natl Bank of China		
A. Shares	£8	$35½, buyers
B. Shares	£8	$35½, buyers
Foun. Shares	£1	$10.
Bell's Asbestos E. A.	£1	$5, sellers
Canton-Hongkong Ice	$10	$10, nominal
Campbell, Moore & Co.	$10	$37, x d., sellers
China-Borneo Co., Ld.	$12	$8.10, buyers
China Light and Power Co., Ld.	$10	$5.
China Prov. L. & M.	$10	$8.75, sellers
China Sugar	$100	$120, buyers
Cigar Companies—		
Alhambra, Ld.	$500	$200.
Philippine Co., Ld.	$10	$10, buyers
Cotton Mills—		
Ewo	Tls. 50	Tls. 33, sellers
International	Tls. 75	Tls. 25.
Laou Kung Mow	Tls. 100	Tls. 32½.
Soychee	Tls. 500	Tls. 170.
Hongkong	$10	$14½, sellers
Dairy Farm	$6	$12½, buyers
Fenwick & Co., Geo.	$25	$47.
Green Island Cement	$10	$23½, ex div., sales
Hongkong & C. Gas	£10	$140, buyers
Hongkong Electric	$10	$13, sales
	$5	$6½, buyers
H. H. L. Tramways	$100	$300.
Hk. Steam Waterboat Co. Ld.	10	$15½, sellers
Hongkong Hotel	$50	$132, sellers
Hongkong Ice	$25	$220, sellers
H. & K. Wharf & G.	$50	$94, buyers
Hongkong Rope	$50	$140, sellers
H. & W. Dock	$50	$206, buyers
Insurance—		
Canton	$50	175,
China Fire	$50	$83, sales & buy.
China Traders'	$25	$56½, buyers
Hongkong Fire	$50	$285, sales & buy.
North China	£5	Tls. 67½.
Union	$100	$490, buyers
Yangtsze	£50	$135.
Land and Building—		
Hongkong Land Inv	$100	$145.
Humphreys E.	$10	$10.60, buyers
	$2½	$2.60, sales & buy.
Kowloon Land & B.	$50	$35.
West Point Building	$50	$53.
Shanghai Land	$50	Tls. 107.
Luzon Sugar	$100	$10, sellers
Mining—		
Charbonnages	Pes. 250	$500.
Punjom	$11	$1, sellers
Do. Preference	$1	25 cts.
Raubs	13/16	$6½, sales & sellers
New Amoy Dock	$64	$37½, sellers
Powell, Ld.	$10	$94.
Steamship Coys.—		
China and Manila	$50	$22, sellers
Douglas Steamship	$50	$35, sales
H., Canton and M.	$15	$27½, buyers
Indo-China S. N.	£10	$93, sellers
Shell Transport and Trading Co.	£1	19s., sellers
Do. Preference	£10	28.
Star Ferry	$10	$31, sales
	$5	$18½, sellers
S.C.F., Boyd & Co., Ld.	Tls. 100	Tls. 145.
S. & H. Dyeing & C. Co., Ld.	$50	$50.
Tebrau Planting Co.	$5	$1, sellers
United Asbestos	$4	$9, buyers
Do.	$10	$210, buyers
Watkins, Ld.	$10	$6¾, buyers
Watson & Co., A.S.	$10	$14, buyers

VERNON & SMYTH, Brokers

MESSRS. FALCONER & CO.'S REGISTER, 12th Apr.

Barometer 9A.M....30.00 Therm. 9A.M. (Wetbulb) 68
Barometer 1P.M....29.96 Therm. 1P.M. (Wetbulb) 68
Barometer 4P.M....29.92 Therm. 4P.M. (Wetbulb) 70
Thermom 9 A.M....73 Therm. Maximum ... 76
Thermom. 1 P.M....76 Therm. Minimum over night ... 71
Thermom. 4 P.M....75

HONGKONG REGISTER

	Previous day 4 p.m	On date at 10 a.m.	On date at 4 p.m
Barometer	29.99	30.06	29.94
Temperature	72	74	72
Humidity	69	69	82
Direction of wind	E	E	E
Force	4	3	2
Weather	c	b	b
Rain	—	—	—

Hihest open air temperature on the 11th ... 76
Lowest open air temperature on the 11th ... 66
Hongkong Observatory, 12th April.

THE DAILY PRESS OF HONGKONG ON THE UP-TO-DATE SHORTHAND.

IN view of the correspondence which has arisen over the merits of various systems of shorthand writing, it is not without interest to see in what sort of headquarters the exponents of the "Up-to-date" system are quartered in Hongkong. A visit to Mr. Warwick Peele's Studio in Queen's Road Central will repay the trouble. The premises are large and airy, the more-or-less noisy type-writing and the shorthand studies being well apart. Tables are covered with green baize cloth, not at all trying to the eyes. Mr. Peele has invented clever, though rather curious-looking double chairs, especially adapted for use when imparting shorthand instruction. At present he is training a staff of teachers, three of whom are ladies. When these are thoroughly versed in the respective branches of teaching for which they are intended, Mr. Peele says that he will open branches at Canton, Shanghai, and Yokohama. At present his teachers have only been under training for a fortnight, whilst six weeks altogether will be necessary. One, a lady after 9 days' study, accomplished 40 words a minute, after 11 days, 60 words; after 21 days, 80 words; and she is now in the 120 words a minute speed-lesson. It is claimed that "Up-to-date" shorthand is easy to transcribe. There are no lines, arbitrary signs, grammalogues, or obtuse angles nor any halving principle. The full course consists of 21 lessons. Type-writing is taught by the blind touch system, new machines of the best make being supplied for practice. Other subjects include book-keeping, arithmetic, languages, memory-training, and business deportment.

[*From the* HONGKONG DAILY PRESS.]

Notice.—On and after the 1st of May next, the fees for the "Up-to-date" Shorthand will be considerably increased. $50 to completion is not enough; no one can learn Pitman under years of study, and consequently at much greater expense. The very few perfect Pitmanites in Hongkong could tell a sad tale of midnight oil, and cost of book after book.

Not so with the "Up-to-date" Shorthand. No books to buy.

Business Training College. Near G.P.O. Hongkong.

Hongkong, 13th April, 1904. [580-661

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